

19 MARCH 1954

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The Autocar

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Intermittent orange lights at pedestrian crossings help safe driving and walking at night.

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White-wall tyres, over-riders and stainless rimfinishers, optional extras.



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1432

The Tecalemit Specialised Maintenance Service entails the lubrication of each moving part and the checking of every component that contributes to the working of the vehicle.



A TEST OF HML * Enginuity

Precision Workmanship—and precision testing are the highlights of HML Enginuity.

They are the reasons why you'll never find any other engines equal to HML rebuilds for performance and value.

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Covers all models Vauxhall and Bedford. Your old engine taken in part exchange. We deliver the new engine first—you send the old one in afterwards. Exchange prices from as low as £35. Deferred terms available. May we send you a copy of our booklet?

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8 x 6ft. 6in. 19/6
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AD.522



D227

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£1066 (plus £445.5.10 purchase tax) **and all this**

ALL over the country proud owners of the Daimler 'Conquest' are congratulating themselves on the wisest choice they ever made. Very shrewdly, and for a medium price, they have picked themselves the finest combination of motoring qualities on the market today. *Here is what the 'Conquest' has to offer:*

Performance. Top speed over 80, cruising 70; acceleration through the gears 0-30 in 5 secs., 0-60 in 20.4 secs., 10-30 in top 9.7 secs., Petrol 26.5 m.p.g. at 30 m.p.h., 21 m.p.g. at 60 m.p.h. ('Motor' and 'Autocar' road test reports).

Special Mechanical Features. Preselector fluid transmission; automatic chassis lubrication; 75 b.h.p., OHV, 6 cylinder engine; laminated torsion bar suspension; water heated induction manifold; 11" brakes with 148 sq. ins. surface; 33 ft. turning circle.

Fine Quality Fittings and Finish. High

quality real leather upholstery; deep pile carpets; polished walnut dash and woodwork; built-in heater and ventilating system; chrome-plated framing to windows.

Comfort and Luxury. Armchair comfort in deeply cushioned seating with adjustable armrests; unobstructed flat floor and ample leg room front and rear; front hinged wide doors for easy entrance; pivoting ventilating windows front and rear; large luggage boot 4' x 3' and separate spare wheel compartment; lockable glove box and 5 cubby holes for parcels in dashboard and doors. Wide range of beautiful colour combinations.

Long Life and Easy Maintenance. Precision engineering and rigid standards of manufacture and inspection ensure characteristic Daimler feature of long life. The mechanical perfection of fluid transmission and epicyclic gear box plus full

automatic chassis lubrication achieve the ultimate in owner convenience and ease of maintenance.

Only by seeing *and* driving the Daimler 'Conquest' can you appreciate the reasons for its recognised success.

Write to Bureau 2, The Daimler Co. Ltd., Coventry, for the name of your nearest distributor and make arrangements to try this magnificent car as soon as possible.

Also the new Conquest 'Century' Saloon. Special series 100 b.h.p. engine, twin carburettors, 90 m.p.h., even quicker acceleration, bigger brakes, telescopic adjustable steering, improved seating and more leg room in rear, together with many other extras, including two suitcases specially designed to fit large luggage boot. These are included without extra charge in the basic price of £1172 plus £489.9.2 p/t.

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An issue of particular interest to all who are contemplating the purchase of a new machine or who are prospective riders. A principal feature is a Buyers' Guide giving brief specifications and prices of all two- and three-wheelers and sidecars on the British market. Illustrated helpful articles on choosing a new machine and preparing for the road play a big part in this special number.

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Autocar March 19

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making you
a nervous
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A wonderfully s-m-o-o-t-h ride... level and without pitch or roll, whether on cart-track or trunk-road, wet or dry!

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Effortless steering, free from road-shocks, and amazingly light.

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Woodhead-Monroe Shock Absorbers are available for over 100 different makes, so it's extra easy to drive in and have a set fitted immediately.

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A line filter with a $\frac{1}{2}$ in. B.S.F. x $1\frac{1}{16}$ in. long stud fixing at the top for fitting to a bulkhead, or a bracket which is supplied with each unit.

Ref. No.	Pipe Size	Union Type
B1681A	$\frac{1}{2}$ in.	Solderless
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VISIBLE FILTER
FOR VEHICLES
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A line filter with a fixing lug with hole for $\frac{1}{2}$ in. bolt.

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Be sure to specify Smiths fresh-air heating and ventilating unit when you order your new car. On most modern British cars these units can be factory-fitted as an optional extra when the car is built—or your garage can fit one if you bought the car without it.

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If the car you have now has no provision for the fitting of Smiths fresh-air heating and ventilating, your garage can easily fit it with a Smiths recirculation heater. Complete, carefully designed kits of fitting accessories make every installation a thoroughly sound and reliable engineering job. Prices from £9 to £15. 10s.

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A NEW ACE "SILVER PEAK" OR "WHITE PEAK" NUMBER PLATE AT HALF PRICE

—that is, a 30/- "Silver Peak" plate for 15/- or a 23/10 "White Peak" plate for 11/11. The characters used on "Silver Peak" plates have a satin-silver non-glare finish—"White Peak" characters have a white enamel finish. If you wish to take advantage of this offer, please write to the address below stating the make, year and registration number of your car and enclosing the purchase price plus 1/6 postage and packing. Please note that in order to qualify for the special price you must forward your old plate to us on receipt of the new one. This offer will remain open for a limited period only.

Fit ACE—Britain's best number plates—keep them clean and make sure your rear lighting is in accordance with the law.

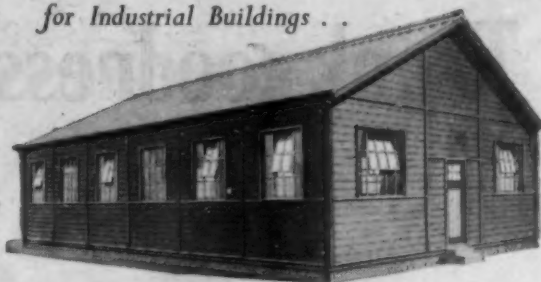


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**IS THE
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- * fluid transmission
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- * and automatic chassis lubrication

No wonder the Daimler 'Conquest' is such a breathtaking car to drive, so lively yet so amazingly easy to handle, so efficient and trouble-free. The famous Daimler fluid flywheel and preselector gearchange provide the smoothest transmission imaginable. The exclusive Automatic Chassis Lubrication, thermostatically controlled, services all the main

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Adheres to the windscreen and can be placed in the most advantageous position, fitted with fully universal joints and best quality frameless mirrors. Finished enamel and chrome.
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It's ideal for cleaning
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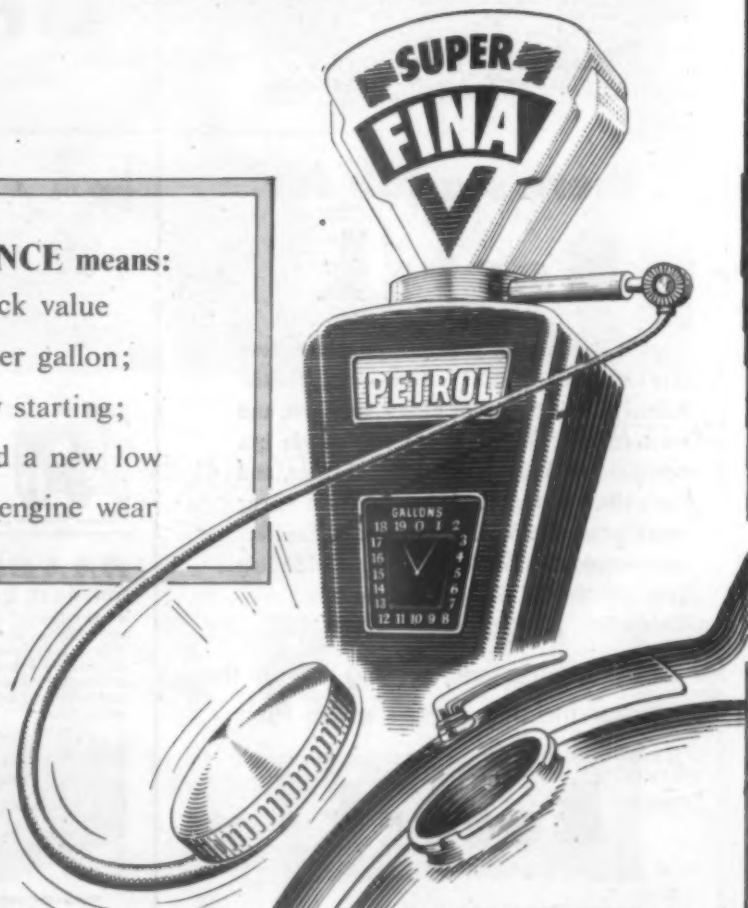
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*** SUPERFORMANCE means:**

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Weights 35 lb. and is carried (or wheeled) by its handle. Quickly and effortlessly lifts over 2-ton



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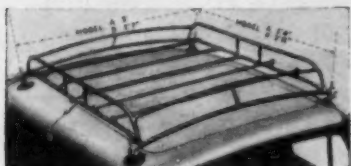
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CLEAR VISION SUNSHINE ROOF RACK
 ALSO
 EQUALLY SUITABLE FOR FIXED ROOFS

and with the
 Perfectly Flat Luggage Platform



Reduced luggage load with visibility through sliding roof. Note luggage safety location of top cross tube.



The two detachable cross tubes in position for full load of luggage.

MODEL A for small and medium cars..... 86 6 0
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 (Black Enamel Finish)

Waterproof Luggage Covers 6ft. x 6ft. 83-3-4. Black webbing Luggage straps 8ft. 6ins. complete with buckle and tipped end 16s. each.

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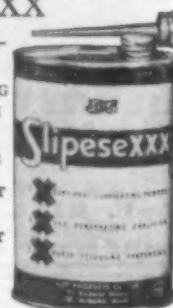


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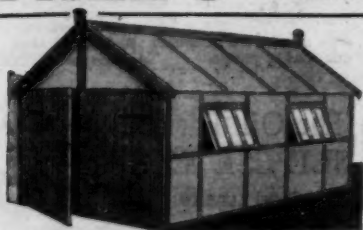


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—an important statement



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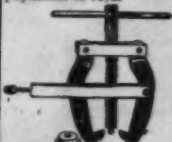
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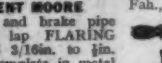
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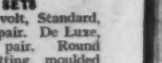
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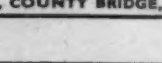
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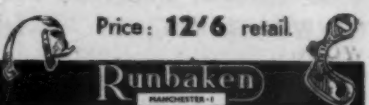
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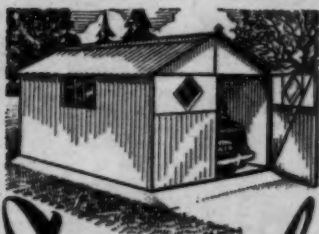
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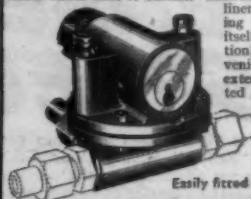


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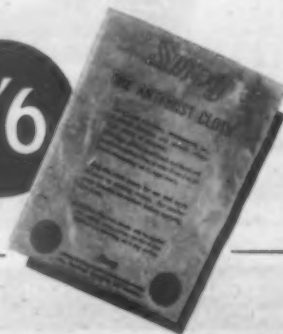
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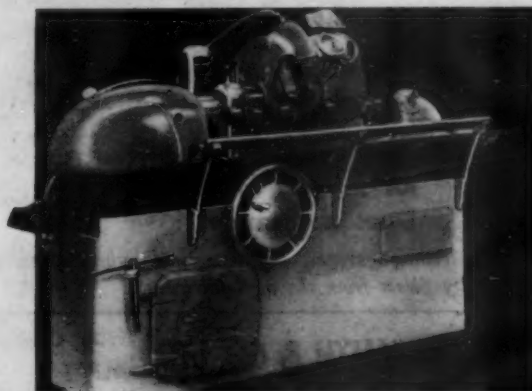
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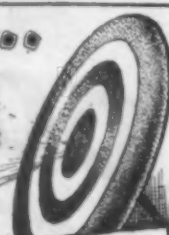
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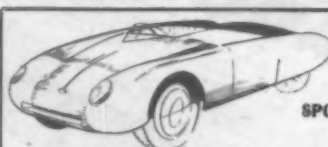


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Autocar

FOUNDED 1895

No. 3042

Friday, 19 March 1954

Vol. 100

Carburettor Icing

ONE of the less familiar phenomena of motoring has suddenly achieved a new prominence. Under the heading "Pink Ice" in the March 5 issue, a correspondent related an experience which was obviously of carburettor icing, the symptoms of which are repeated stalling of the engine when idling after a cold start, or a mysterious loss of power at cruising speed. In severe instances this may lead to complete stoppage of the engine which, however, can be restarted without difficulty after a few minutes. Occasionally, abnormally high petrol consumption is experienced.

For carburettor icing to occur it is necessary for the humidity of the air to be high and for the temperature to be between freezing point and about 50 deg F. For most cars the critical temperature is about 40 deg, accompanied by maximum humidity, as in fog. In such conditions the refrigerating effect of the fuel evaporating in the carburettor is such that the temperature of the carburettor parts may drop to a point where ice is deposited thereon, to build up to a sufficient thickness to interfere with the operation. Thus the slow running or starting mixture passages may be affected, or there may be ice at the throttle butterfly. In extreme cases a frosty rime visibly coats the carburettor body.

In order of importance, the factors involved in carburettor icing are (i) relative humidity, (ii) temperature, (iii) engine compartment design, (iv) carburettor and inlet manifold design, (v) throttle opening, and (vi) fuel volatility, and a study of these factors quickly reveals that changes which have taken place since the war must have tended towards an increase of carburettor icing, as has, in fact, happened. Moreover, recent weather conditions, and the weather conditions normally associated with the dark months of the year, ensure that the week or two before the spring—a period of low night temperatures and considerable humidity—shall be the peak period for the phenomenon, as it is for road icing.

Possible Remedies

WHAT are the remedies for carburettor icing? To reduce fuel volatility sufficiently to eliminate icing would result in performance characteristics that motorists would find unacceptable. Starting would become difficult, the behaviour of the car during the warming-up period would be trying—with almost complete absence of acceleration until working temperature was reached—and with these would go poorer fuel consumption and an increase in the wear-accelerating crankcase dilution. Such disadvantages would be imposed upon all cars, whereas only a few are congenitally disposed towards carburettor icing. Most owners will agree that this often-suggested remedy would be using a sledgehammer to crack a walnut, especially as the disadvantages would apply during those seasons of the year when no trouble is experienced. Memories of Pool petrol at its worst should deter the advocates of lower volatility.

The real remedy must lie with engine and carburettor designers, perhaps working in concert, though it is not a matter for condemning out-of-hand those designs that are prone to icing; every design concerned with cars has its disadvantages as well as its advantages. Until a permanent remedy is evolved, the blanking of radiator grilles or the provision of shields for the carburettor can often keep temperatures high enough to avoid any difficulty, and most motorists, once they have recognized the symptoms, will be able to devise some means of preventing their development. In other parts of the world where similar climatic conditions are experienced there is a similar risk of carburettor icing, and it is significant that some American designs incorporate special measures for warming those parts of the carburettor which are particularly susceptible to icing, such as the venturi and throttle area. If carburettors should be superseded by fuel injection, as is possible in the future, the trouble should disappear.



Left: W. Grant-Norton accelerates violently out of the Park Rash hairpin in his Frazer-Nash during the "Red and White" consistency test.

MORE PICTURES
ON PAGES 398-399

Right: The one that didn't get away! P. D. Sapsed's Vauxhall Velox, the gear box of which broke during the initial test at Blackpool.

BEST

LAST week's R.A.C. British International Rally was unquestionably successful, and was generally voted to have been the best ever. Although the organizers had dubbed it the "Rally of the Tests" in the expectation that the winner would be found mainly by the times taken to complete the various special driving evolutions forced upon them at frequent intervals, yet in fact there were only 21 competitors who did not lose marks for lateness on the road sections. This made a strong and ironical contrast with the recent Monte Carlo Rally, in which almost half the starters escaped this form of penalty.

For this unexpected stiffness in the event, fog during the night was certainly largely responsible. All the competitors suffered from its presence at one time or another; the Hastings starters had their full meed of mist in the special stage in Derbyshire on Tuesday night of last week, while their Blackpool counterparts were similarly suffering on the equivalent section in Wales.

Outright winner was the Manchester garage proprietor, J. C. Wallwork, in one of the new Triumph TR2 sports cars, who scored decisively over P. G. Cooper in a similar car. These two naturally headed the sports car category; the best performance in the touring category (and third best in general classification) was put up by T. C. Harrison in a Ford Zephyr, who narrowly defeated P. C. E. Harper in the Sunbeam-Talbot which Moss brought through from Athens in the Monte Carlo Rally. The new Triumphs took the first three places in the sports car category and the first four in their own class; but this was not all, for Miss Mary Walker captured the ladies' award in another of these cars, while two teams of them were beaten for the team award only by the Fords (a Zephyr and two of the new Anglias) of Harrison, J. G. Reece and Mrs. Nancy Mitchell.

These new Ford Anglias did extremely well, taking the first five places in their class; another car to impress was the three-cylinder two-stroke D.K.W. of W. Schluter, which lost no marks on the road section and won its class with ease.

AS was recorded in *The Autocar* last week, half the competitors (odd numbers) left Blackpool early on Tuesday evening just as it began to get dark, and drove along the front to do their first test, a straightforward wiggle between pylons which seemed all the easier because the drivers were then so fresh. But some cars let their crews down even at this stage, A. Rayner's Austin A.90 having to be towed away from the start, and the Vauxhall of P. D. Sapsed losing its transmission

while executing the forward and backward manoeuvre at the pylons. It was carried out in the dark, but for the most part all went well, and one after the other cars wound their way out of Blackpool heading south for Wales. Concurrently, of course, the even numbers left Hastings.

Darkness on Tuesday found the cars on their way to Llanstiffraid-ym-Mechain, north of Welshpool, for the start of the special night stage. Secret before the start, this had to be navigated from a

special route card; for almost all its 166 miles, drivers were groping their way through mist along winding narrow lanes—even, in one place, through a gateway and down a steep 1 in 4 descent over boulders and loose stones. Many were the tales of woe and lost minutes; Meier's German D.K.W. lost time from the start (neither occupant could speak more than a few words of English, let alone pronounce Welsh place names), while the experienced Gatsonides was almost late at





many polished performances (Sharp's Austin-Healey, Fellowe's Dellow, Brittle's Jaguar and Miss Newton's XK120, for instance). There were also one or two howlers, but it is kinder to let the marks column make revelations in this direction.

Both contingents converged at the Woodcote Park, Surrey, control, early arrivals soon after 1.30 p.m. in the warm, spring sunshine. Navigators wandered along to the control to check their watches against the master clock, while drivers dozed in the sunshine. At 2.10 S. J. Gilbey's Jaguar XK120 drop-head coupé started the queue moving and, at two-minute intervals, the Hastings starters passed through. Tea was provided in the R.A.C. Country Club and there was an allowance of one hour's rest.

By now cars were bearing the signs of having covered long distances and one or two were damaged. In spite of tiredness, however, several crews fell upon their cars with dusters and polished them. Navigational equipment ranged from the very comprehensive rear-seat "cabin" of

tyres were popular wear, mostly Dunlops, and there were several cars fitted with Michelin Xs.

At Hastings the Blackpool starters had their overnight stop (Wednesday), and took the test that had formed the stirrup cup for the Hastings starters. Next morning they went to the pretty Goodwood circuit, where, although the stop-start tests which were located at intervals round the circuit prevented anything like a "blind," the stretch including Lavant and St. Mary's corners was quite a long, free one. Many of the faster cars, on the two days during which the odds and evens were there, tackled the circuit in storming style, and many of the fast but heavy saloons slipped round very near (or in some cases over) their breakaway point. The best of the sports cars achieved the classic drift. And some drivers, very wisely, just drove round. These circuit visits were among the most popular and enjoyable parts of the rally.

Prescott on Thursday was notable for hot sunshine, bacon and eggs, and the resigned air of competitions manager Delamont at the news that British Road Services had failed to deliver several of the timing clocks in spite of a long interval on the road. Blackpool starters arrived after those from Hastings and everyone enjoyed the timed climb; at any rate, until the Esses, where a green sheen

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NEW TRIUMPH TR2 SCORES HEAVILY IN BRITISH INTERNATIONAL EVENT

one control when a fuel blockage affected his new Ford Anglia.

Early on Wednesday they arrived at Oulton Park, near Tarporley, in Cheshire, for a garaging and speed test that was well worth watching. After the start cars had to be swung round into a brick garage, out again and on round the racing circuit, finally to stop between two lines. Most cars slowed down well before the finish line, while others managed to stop in time despite crossing the finish at what seemed to be impossible speeds. Some, of course, went straight on past the foul line! R. V. Havard's Jaguar took more than 76 sec, while Miss M. Walker, in a Triumph TR2, achieved the extraordinarily good time of 55.4 sec—less than two seconds outside the record set by Wallwork. Gatsonides held a class record with his Ford Anglia for a long time, losing it only next day to another Anglia. It was a good test and, somewhat invigorated after it had been completed, the drivers pushed on again, this time for Silverstone by direct line.

Runway

By the time they reached the track it was drying under the influence of a shrewd wind and the previous passage of the Hastings starters. Although the test was a simple acceleration and stop affair, it paralleled road conditions in that the timed acceleration stretch was half a mile and the stop area two hundred yards long. Thus judgment was called for as to whether the fastest cars could press on over timing line B and still stop before foul line C; actually, only the biggest and the fastest saloons found any difficulty, but the test was widely misunderstood and car after car screamed to a standstill as soon as possible after crossing the timing line. One or two careered on over the foul line and then stopped—and a good job, too, because by that time the runway was getting perilously short. There were

C. S. M. Hutson's Mark VII Jaguar to the many cars which had nothing more than the clock included in the specification. Lighting equipment, too, tended towards opposites. H. Meier's D.K.W. had no fewer than six forward-facing lamps. Two oblong yellow-lensed Hella fog lamps were mounted on the corners of the bumper, facing outwards, as cornering lamps. Two further, round Hella fog lamps were mounted in the centre of the bumper and the head lamps were covered by huge yellow plastic covers. Snow

of moss on the outside of the first bend meant that if a driver failed to clip the bank on the left he was liable to permit a right-hand back wheel to stray on to the green. Thereafter he would find that three-wheel adhesion was inferior to that of four.

The competitor who learned this lesson the hardest way was Procter, whose Volkswagen whipped round, left the road, and plunged into the ravine, the engine buzzing at unheard-of revs as the driver braced himself for the forced landing.



Coming out of Pardon Hairpin at Prescott: the Aston Martin of R. Michalkiewicz makes a fine sun and shadow study.

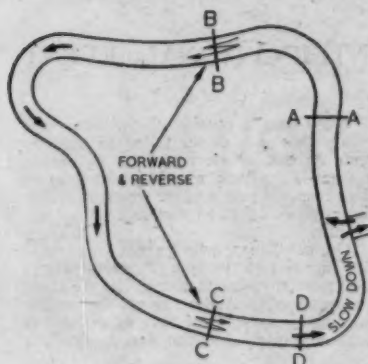
— FORWARD
— REVERSE

R.A.C. RALLY

... continued

The car was manhandled back and completed the climb. Before breath was regained, E. W. K. Lund nearly did the same thing in a TF Midget, but managed to hold the slide although he almost took the bark off a flanking yew tree. However, it was a day of pure pleasure with many excellent, well-judged climbs and that Bugatti-fostered friendliness for which the Worcestershire hill is famous.

Cars from Blackpool had had their share of fog in Wales, and for them, unlike the Hastings starters, the night was clear when they tackled the navigation and regularity section that started near Alsop-en-le-Dale, Derbyshire, and finished near Macclesfield. But this did not mean that the section was easy, and many cars were late at the finish, some of them being considerably more than an hour overdue. Buschmann tore down the



At Goodwood, competitors circled the track in the reverse direction from normal, making two reverses en route.

road at the finish in his Porsche with head lights on just after dawn broke, but he lost many marks for being late. So did two of the D.K.W.s. But at least there was the consolation at this stage that, after a visit to Bolton Abbey, in Yorkshire, the cars would be in Blackpool, with the rally much nearer its end, and with bed just around the corner from Charterhall.

But how about the Southerners?

There was a most businesslike air about the start of these even-numbered competitors from Hastings on March 9. The smartly turned out cars, devoid of surplus or decorative equipment, shot off at regular intervals, passing competently through the manœuvring test—fastest being Imhof's Cadillac-Allard—and started their long journey to Alsop-en-le-Dale through the night.

From the point of view of the organizers the fog that covered so much of the country on the night of Tuesday-Wednesday was welcome. It was not bad enough to stop the experts from getting through, but it really did sort out the entry. In the early hours of the morning, south of Buxton, cars arrived to

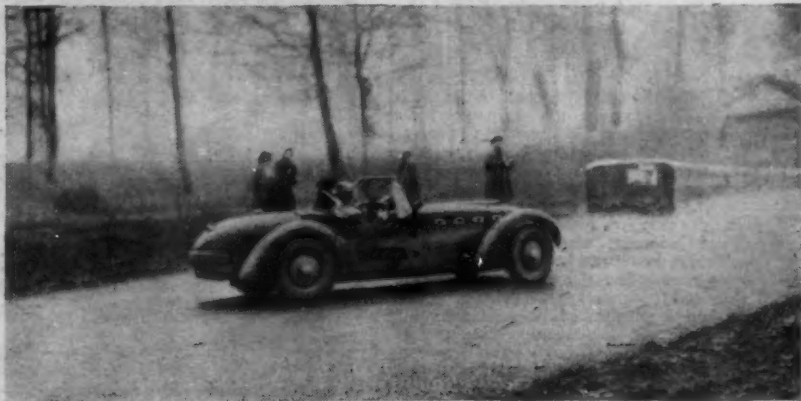
schedule from Hastings having been troubled only by patches; but when they got up on the hills of Derbyshire it was thick in many places, making both navigation and the maintenance of the average speed difficult.

The average speed varied from one part to another on the night section, and to add still further to the difficulties parts of the 50-mile route were very rough. Unexpectedly, Imhof was among those who went adrift in the fog, completely missing one control.

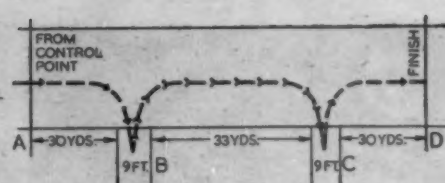
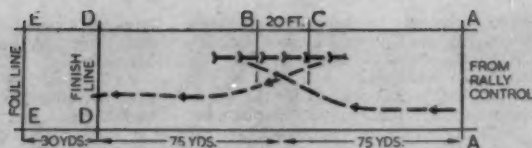
Hastings competitors arrived at Silverstone at the chilly, grey hour of 8 a.m. A damp track and a high wind blowing up the acceleration straight did not help the figures, but the test in general was a good one. It was easy to lock the wheels in braking, as several drivers would testify, notably Watkinson (Standard) and Dear (M.G.), whose cars made an erratic deceleration. The snow tyres on Sims' Riley uttered an awe-inspiring shriek as a result of this treatment. However, as long as one stopped before the foul line all was well, but Davies' substitution of the timing line for the foul line, while unorthodox, was not helpful. His Zodiac slewed sideways and stopped under premature braking, an error which cost him many seconds of acceleration.

Wild West

Now they shot south to Goodwood and thence to the Woodcote Park rendezvous. Then west to Wales where some even had trouble in reaching the start of the night section on time because of fog in Shropshire. But once away from Llan-santffraid conditions were much easier than they had been for the Blackpool contingent on the previous night, for the mist was confined to the last section. However, this put Peter (manufacturer) Morgan out of the running, as he was six minutes late at the final control. At this control, incidentally, cars numbered 206, 134 and 34 were all to be seen simul-



J. D. Boulton's Healey Silverstone was a spirited performer in the tests. Here he is seen braking and slewing at the end of the Oulton Park stretch.



Left: The scissors test at Hastings and Blackpool. Right: The night garaging test at Charterhall.



After trouble on the road, D. T. S. Edwards (Ford Anglia) dashed into the Llansantffraid control and punched his card without looking at the clock, so convinced was he that he was late. He then discovered that he had incurred a penalty for being two minutes early!

taneously—and the last-mentioned even arrived from the wrong direction! But on they went to Llanwrda, and thence to Prescott for the next test.

In the early Thursday morning at Prescott it was possible to stand with warm sun on the back enjoying that fine sweep of hill which included Orchard, Pardon and the Esses, and to see the cars which revelled in this sort of thing and those which made their drivers work quite hard. Morgans and Frazer-Nashes were magnificent to watch and in the light of later events it was curious that the TR2s



JAGUAR *Grace... Space... Pace*

FIRST AGAIN



leads!

R.A.C. RALLY

1st. GENERAL CLASSIFICATION—

TRIUMPH T.R.2—J. C. WALLWORK

1st. OPPOSITE CATEGORY—

FORD ZEPHYR—T. C. HARRISON

LADIES' AWARD—

TRIUMPH T.R.2—Miss M. WALKER

TEAM AWARD—

FORD ZEPHYR—T. C. HARRISON

NEW ANGLIA—J. G. REECE

NEW ANGLIA—Mrs. M. MITCHELL

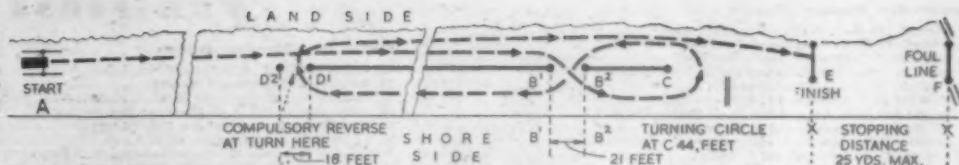
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ALSO USING SHELL WITH I.C.A.

You can be sure of



The final test on the Blackpool sea-front was a fairly complicated manoeuvre.



R.A.C. RALLY continued

Navigational equipment ranged from the highly complex to the rudimentary; the chart room of C. S. M. Hutson's Mark VII Jaguar was in the former category.



did not seem so happy. Of course, the really big saloons are hard work and even the normally handy road saloons, though faster than those of other years, do not revel in rapidly rounded hairpins—going down on one elbow, as it were, to the accompaniment of groans of agony.

When Hastings starters arrived at Oulton Park from the middle of Thursday onwards the weather remained ideal, and it was expected that the best time set up earlier by Wallwork would be beaten. But the drivers were tired and none managed to do the test quite so quickly. Many of the attempts were well worth watching. Miss P. M. Burt, in an XK120 coupé, unfortunately had trouble finding her gears at the start and made a very bad time as a result; F. M. Baker (Austin-Healey) was put off his stroke by the sight of a real garage instead of the usual fencing and put his resulting indecision down to his muzziness after so much driving; and a few cars went very slowly as if on a Sunday outing. But mostly the attempts were spirited. Waring (Aston Martin) turned completely round on braking, and Sheila Van Damm's Sunbeam-Talbot also skated about. Garrad's similar car went great guns, putting up the class f.t.d. to date, and Richards' new Ford Anglia put up a splendid 62.4 sec to beat Gatsonides.

A dart over to Bettwys-y-Coed, and then they were on their way to Blackpool and a night in bed.

Northern Loop

Then on Friday morning the whole entry, now in correct numerical order with Blackpool and Hastings starters alternating, set off on their combined route, which was to bring them back again to Blackpool and the final test on Saturday morning. First they went to the "Red and White Rose" consistency test, in which they had to restart on three hills (Catshaw, Darnbrook and Park Rash) and continue non-stop past the end of the timed sections on each. Encounters with flocks of sheep provided additional hazards, but the weather was in the main fine and sunny with only one patch of thick mist beyond Park Rash. Still the route lay along

twisting by-roads, north through Askrigg and Middleton-in-Teesdale, until eventually competitors arrived at Newcastleton for an hour's halt as darkness approached once more.

Thence to Charterhall for another garaging test, by night; simple enough in daylight, but confusing in darkness to tired eyes. Peter Morgan was fastest here, as he had been on the Yorkshire hills; but his lateness penalties on the special stages had imposed too great a handicap. Still in the lanes, across the Lowlands, past Crook Inn; and near here Gatsonides met his Waterloo, sliding off the road and arriving at the next control 17 minutes late. And Ron Adams, too, had bad luck, damaging his big Alvis saloon; but he was able to continue, still without marks lost, to get the damage repaired before the final control and to win his class—a good effort.

Dawn near Hard Knott pass was magnificent, for as the sun rose over the hills the scenery took on that kind of

unforgettable pattern of light and shade that cheered up competitors, now nearing the finish. There were three Lake District tests, the first at Ulpha. This one was particularly straightforward, and no one had special difficulty, but at Hard Knott itself the story was not the same. Cars with high bottom gears or little power could not get started on the severe gradient, and one of the hairpins was tricky indeed for the really big saloons. But the most unfortunate were the cars that went up just after the sun rose above the summit, for their drivers were so badly dazzled that one, A. L. Spencer (M.G.), went right off the road. Others stopped, dazzled, after completion of the timed section, for in their tired state they forgot, perhaps, that they were still in a non-stop section.

Everyone went slowly down the descent, for apart from the road being dangerous the view was so fine. The third test here, at Kilnbank, was simple and soon the cars were streaming back down to Blackpool.

Pieces of Eight

In the final figure-of-eight test on Blackpool front, the best times were not unnaturally put up by the sports cars, Triumphs and Morgans showing up particularly well. Honours finally went to the unlucky Peter Morgan—again!—causing him to regret more than ever his navigational errors. The Triumphs of Wallwork and Cooper were excellent, while R. N. Richards put up a remarkable run in a new Ford Anglia to beat Denis Scott and Jack Reece in similar cars. And then the last car went through, and that was that; the rally was over. There remained only the rally ball in the evening, which was not too well attended, and the prize distribution on the following day—Sunday—before lunch. It had been an excellent rally.

(Results overleaf)



Heeling over in the final test at Blackpool is Mrs. Nancy Mitchell's Anglia, which was one of the team award-winning Fords.

Order Car Number Drivers

Order	Car	Number	Drivers	Marks
1	Triumph 155	(J. C. Wallwork and J. H. Brooks)	...	416.67
2	Triumph 42	(P. G. Cooper and O. L. Leighton)	...	435.05
3	Ford 145	(T. C. Harrison and E. Harrison)	...	440.50
4	Sunbeam-Talbot 146	(P. Harper and D. R. Humphrey)	...	441.00
5	Triumph 153	(W. D. Bleakley and P. Glaister)	...	445.85
6	Alvis 197	(R. J. Adams and L. R. Rawlinson)	...	449.70
7	Morgan 169	(J. H. Ray and Mrs. K. D. Ray)	...	457.35
8	Morgan 7	(A. Newsham and A. Beaumont)	...	458.05
9	Sunbeam-Talbot 306	(G. R. Harwell and F. W. Scott)	...	462.60
10	Jaguar 221	(J. Ashworth and J. West)	...	469.40
11	Ford 230	(R. N. Richards and M. C. A. Brettell)	...	470.40
12	Ford 97	(D. G. Scott)	...	474.60
13	D.K.W. 227	(W. Schluter)	...	475.30
14	Triumph 217	(B. Dickson and G. Naugh)	...	477.87

THE FIRST FIFTY

Order Car Number Drivers

Order	Car	Number	Drivers	Marks
15	Austin 174	(D. C. E. Johns and Mrs. J. Johns)	...	480.33
16	Ford 141	(J. Reece and P. Reece)	...	481.80
17	M.G. 157	(A. Williams and G. W. E. Knowles)	...	483.15
18	Austin-Healey 193	(F. G. Davis and Mrs. V. Davis)	...	488.27
19	Ford 204	(R. H. Lambert and J. A. Young)	...	488.60
20	Triumph 96	(J. H. King and M. D. King)	...	491.07
21	Triumph 215	(Miss M. Walker and Miss M. J. Dodds)	...	492.25
22	Triumph 213	(D. Done and B. Davis)	...	494.35
23	Sunbeam-Talbot 142	(Miss S. Van Dam and Mrs. F. Clarke)	...	500.96
24	Ford 143	(Mrs. N. Mitchell and Mrs. D. Reece)	...	504.10
25	Austin-Healey 25	(G. S. Rollings and W. F. McCormick)	...	504.17

EXPLANATORY NOTE: At Prescott and Silverstone the fastest ten per cent in each category lost no marks; the remainder lost marks equal to the number of seconds by which they were slower than the worst of the penalty-free competitors. To equalize the chances in the two categories (sports and touring) in the general classification, average total marks lost by the best ten per cent in each category were compared; this resulted in an advantage of 26.37 marks to the sports category. Therefore, for the general classification, all sports cars have their total penalty marks (shown in the last column) increased by this figure; these cars have an S opposite the total marks figure.

Peall Trophy (best performance): Triumph TR2, 155 (J. C. Wallwork).

Best performance in opposite category: Ford Zephyr, 145 (T. C. Harrison).

Ladies' Award: 1, Triumph 215 (Miss M. Walker); 2, Sunbeam-Talbot 142 (Miss S. Van Dam); 3, Ford 143 (Mrs. N. Mitchell).

Team Award: 1, Ford (145 T. C. Harrison, 141 J. G. Reece and 143 Mrs. N. Mitchell); 2, Triumph (217 B. Dickson, 213 D. Done



INDIVIDUAL RESULTS: TEST BY TEST

NUMBER, CAR AND DRIVER	Hastings	Oulton Park	Silverstone	Goodwood	Walsley	Peck	Prescott	Blackpool	Yorkshire	Charterhall	Lake District	Road Section	Final Test	Scrubbering	TOTAL
1. Sunbeam-Talbot (Miss P. Oxanne)	32.8	69.4	15.27	161.4	1,100	60	2.86	32.3	80.4	38.4	78.6	—	58.0	—	1,729.43
2. Jaguar (S. Gilbey)	25.2	55.8	—	130.2	820	1,440	—	22.3	60.0	24.8	58.8	200	37.9	—	2,875.00 S
3. M.G. (P. Lees)	24.0	65.4	2.18	158.6	180	—	—	25.0	71.4	25.6	64.8	400	46.4	30	1,413.38 S
4. Jowett (C. Tracey)	27.2	69.6	—	158.4	530	730	—	30.3	100.0	32.0	75.0	60	43.3	—	1,855.80
5. Sunbeam-Talbot (T. Christie)	25.8	61.6	—	141.4	50	60	—	26.1	84.0	28.0	100.0	—	46.7	—	623.60
6. M.G. (A. Spencer)	28.4	70.0	2.98	151.4	1,030	730	8.78	26.4	100.0	28.8	100.0	580	50.7	—	2,907.46 S
7. Morgan (A. Newsham)	28.6	59.2	2.78	132.4	—	—	—	21.7	58.8	24.6	58.2	—	41.2	10	431.68 S
8. Sunbeam-Talbot (D. Potter)	28.6	—	1.27	153.4	2,700	780	—	—	—	—	—	—	—	—	—
9. M.G. (G. Hoyle)	24.2	65.6	2.28	155.4	20	—	—	24.6	66.6	26.6	68.4	—	42.3	—	495.98 S
10. Morgan (L. Griffiths)	25.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—
11. Jaguar (J. Shand)	21.8	54.0	—	124.4	—	—	—	25.1	200.0	—	—	—	—	—	—
12. Austin-Healey (A. Coakley)	24.0	60.2	1.60	138.2	70	340	7.71	26.4	67.2	26.2	75.6	—	42.9	—	880.01 S
14. M.G. (W. Williams)	28.4	—	4.28	152.6	320	830	—	—	—	—	—	—	—	—	—
15. Jaguar (L. Stross)	26.2	60.4	—	127.8	—	160	—	25.2	61.8	30.2	57.6	—	42.3	—	591.50 S
16. Riley (R. Neate)	25.8	68.4	—	146.6	—	630	—	27.0	69.0	28.4	70.2	30	48.9	—	1,142.30
17. D.K.W. (H. Meier)	35.8	65.0	—	140.4	1,270	140	—	25.8	69.6	28.4	72.0	70	40.7	—	1,957.70
18. Ford (C. Bartlett)	—	—	—	158.2	—	720	—	—	—	—	—	—	—	—	—
19. Ford (G. Wood)	41.6	74.8	—	152.2	690	—	2.96	27.9	69.6	44.8	74.4	—	46.5	—	1,224.76
20. Ford (J. Goddard Watts)	24.2	76.4	0.57	145.0	600	1,010	3.96	34.3	91.2	32.8	100.0	130	49.0	40	2,322.43
21. M.G. (P. Harrison)	42.2	85.0	3.68	148.4	470	50	2.28	26.7	82.2	24.4	85.8	20	43.1	20	1,102.76 S
22. Austin-Healey (D. Perring)	24.6	—	1.60	130.0	—	370	—	—	—	—	—	—	—	—	—
23. Ford (G. Best)	26.4	70.4	—	154.4	70	580	—	26.5	—	—	—	—	—	—	—
24. M.G. (A. Warwick)	26.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—
25. Austin-Healey (G. Rollings)	30.8	56.0	—	129.2	—	—	—	26.5	60.0	26.6	100.0	10	38.7	—	477.80 S
26. Volkswagen (I. Burgess)	25.6	68.0	1.87	154.8	60	270	—	27.3	78.0	25.2	78.0	—	44.5	—	833.27
27. Jaguar (R. Blackhurst)	24.8	66.4	—	138.6	360	150	—	24.5	66.6	30.8	72.0	—	43.6	—	977.30
28. Jaguar (J. Hally)	26.4	67.0	—	133.8	400	310	0.88	25.5	64.8	32.2	69.6	—	49.0	—	1,179.18
30. Ford (J. Watts)	25.8	72.0	3.07	152.0	—	240	7.66	26.9	74.4	31.6	—	—	—	—	—
31. Austin (A. Rayner)	—	—	—	—	2,200	100	—	—	—	—	—	—	—	—	—
32. Vauxhall (J. Pocock)	25.8	65.2	1.37	147.8	—	—	2.46	25.5	69.6	26.6	—	—	41.6	—	—
33. Dellow (D. Draycott)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
34. Sunbeam-Talbot (Mrs. C. Birney)	37.6	90.2	2.77	157.0	3,460	400	6.96	39.6	93.0	45.2	100.0	1,420	60.0	10	5,922.33
36. Sunbeam-Talbot (C. Tyrer)	27.6	63.4	—	147.6	230	50	0.76	26.0	67.8	27.4	65.4	370	47.4	—	1,123.36
37. Morris (A. McGrady)	28.4	77.0	6.95	164.8	50	10	4.67	29.2	100.0	28.6	100.0	—	49.4	90	739.02
38. M.G. (P. Anton)	24.4	61.2	0.98	146.2	—	290	—	25.3	63.6	25.4	66.6	—	41.8	—	745.48 S
39. Healey (C. Boulton)	38.2	57.2	1.08	132.8	10	—	—	24.4	58.8	33.2	100.0	90	42.0	30	617.68 S
40. Ford (W. Edwards)	29.4	69.0	—	145.2	—	240	—	25.3	71.4	30.4	100.0	130	46.5	—	859.20
41. Ford (D. Absalom)	26.2	65.2	2.07	144.0	170	—	3.16	26.4	72.0	32.0	100.0	—	44.0	—	685.03
42. Triumph (P. Cooper)	22.6	55.6	1.28	129.4	—	—	—	21.9	62.4	21.8	57.0	—	36.7	—	408.68 S
43. Simca (K. Lee)	26.0	65.6	—	146.2	130	—	—	27.0	76.8	27.8	79.8	—	44.1	—	623.30
44. Vauxhall (J. Platt)	26.2	—	—	—	—	620	—	—	—	—	—	—	—	—	—
45. Standard (K. Brunton)	28.2	71.2	5.85	165.8	250	—	4.27	28.2	82.2	31.8	81.6	530	47.8	—	1,326.92
46. Aston Martin (F. Delfy)	41.4	58.4	1.38	130.2	—	440	0.92	26.1	100.0	30.0	100.0	40	40.2	—	1,008.60 S
47. Austin-Healey (J. Richmond)	28.6	70.4	—	131.6	300	290	—	31.4	91.8	29.8	69.6	850	46.9	—	1,980.10 S
49. Vauxhall (P. Sapped)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
50. Jaguar (D. Bennett)	21.8	53.8	—	121.0	—	160	—	23.5	55.8	37.4	61.2	—	37.9	—	572.40 S
51. Sunbeam-Talbot (H. Webster)	27.0	67.2	—	150.6	90	190	3.06	24.5	72.0	36.6	69.0	—	47.4	—	777.36
52. Aston Martin (W. Waring)	24.4	58.2	2.28	134.2	—	—	0.82	26.8	100.0	33.0	71.4	—	39.9	—	491.00 S
53. Sunbeam-Talbot (R. Maciver)	37.2	63.6	4.48	148.4	80	140	2.02	27.3	73.2	31.8	72.0	—	45.5	90	815.50 S
54. Allard (M. Wick)	36.6	—	—	—	—	—	—	—	—	—	—	—	—	—	—
55. Jowett (L. Hostler)	26.6	68.0	—	154.0	2,820	320	—	27.1	96.0	40.4	81.0	1,830	57.4	150	5,670.50
56. Hillman (M. Hughes)	30.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—
57. Triumph (V. Cooper)	24.2	55.8	1.08	133.0	720	—	—	23.9	58.8	24.4	100.0	—	39.2	—	1,180.38 S
58. Riley (N. Barker)	28.2	67.0	—	146.8	80	960	4.76	33.8	79.2	41.8	80.4	—	49.7	—	1,571.66
59. Armstrong-Siddeley (J. Gibson)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
60. Ford (D. Edwards)	25.4	—	—	145.6	—	610	—	—	—	—	—	—	—	—	—
61. Triumph (N. Jarrett)	24.2	62.8	1.68	125.4	180	100	—	29.3	63.0	26.4	61.2	—	38.7	—	712.68 S
63. Volkswagen (L. Proctor)	27.0	73.2	—	158.0	190	10	100	30.0	75.0	42.0	75.6	50.4	48.2	—	879.00
64. M.G. (R. Sear)	27.4	—	—	—	—	580	—	—	—	—	—	—	—	—	—
65. Morgan (W. Steel)	—	—	—	—	—	—	—	25.1	—	—	—	—	—	—	—
66. Jaguar (L. Parham)	21.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—
67. M.G. (T. Lund)	23.4	58.4	—	141.6	20	70	—	24.7	81.0	24.6	64.8	10	39.7	—	558.20 S
68. Riley (W. Caldwell)	26.0	80.8	—	150.4	1,730	70	—	27.0	75.0	26.0	75.0	1,110	44.9	30	3,445.10
69. Triumph (R. Ward)	27.0	66.8	1.87	158.6	340	—	4.86	26.3	72.0	31.0	75.6	—	48.4	—	852.43
70. Vauxhall (J. Leavelley)	25.2	—	—	—	—	420	—	—	—	—	—	—	—	—	—
71. D.K.W. (G. Mans)	26.8	63.4	—	142.4	200	820	—	26.7	71.4	33.6	95.4	—	43.5	40	1,563.20
72. Jowett (L. Taylor)	26.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—
73. Wolseley (T. Tanner)	29.0	78.0	2.07	153.4	340	350	4.16	29.4	82.8	43.4	106.0	1,400	51.7	15	2,698.93
74. Sunbeam-Talbot (R. Hooper)	27.8	70.0	2.47	152.8	—	220	6.36	30.2	85.2	44.6	72.0	—	49.3	—	760.93

GENERAL CLASSIFICATION

Order	Car	Number	Drivers	Marks
26.	Ford	94	(E. N. Brinkman and E. J. Hughes)	505.43
27.	Armstrong Siddeley	161	(J. M. Sutherland and W. R. Sutherland)	508.70
28.	Porsche	165	(H. Sutcliffe and Mrs. P. E. Sutcliffe)	512.17
29.	Ascon Martin	52	(W. H. Waring and F. M. Warwick)	517.37
30.	Ford	95	(J. W. Fleetwood and Mrs. S. J. Fleetwood)	517.50
31.	Jaguar	186	(J. G. S. Sears and D. J. F. Simmons)	519.47
32.	Vauxhall	175	(G. H. Turnbull and L. B. Fredman)	519.60
33.	Standard	82	(D. B. Watkinson and R. A. Watkinson)	520.83
34.	M.G.	9	(G. Hoyle and D. Wood)	522.35
35.	Ford	209	(T. W. Smedley and R. J. Harris)	524.43
36.	Jaguar	195	(J. C. Keay and A. J. Cowen)	531.61

and 215 Miss M. Walker; 3, Triumph (153 W. D. Bleakley, 61 N. B. Jarrett and 155 J. C. Wallwork).

Starting Control Awards: Blackpool: Triumph 155 (J. C. Wallwork. Hastings: Triumph 42 (P. G. Cooper).

CLASS WINNERS. Touring cars up to 1,000 c.c.: 1, D.K.W. 227 (W. Schluter); 2, Morris (G. R. Holt). 1,001 to 1,300: 1, Ford 230 (R. N. Richards); 2, Ford 97 (D. G. Scott). 1,301 to 1,600: 1, Jowett 231 (F. D. Dundas); 2, Ford 40 (W. M. L. Edwards).

Order Car Number Drivers

Order	Car	Number	Drivers	Marks
37.	Jowett	231	(F. D. Dundas and F. D. D. Bogie)	542.80
38.	Morris	135	(G. R. Holt and M. A. Reid)	545.22
39.	Ford	80	(J. A. Maiden and J. Peacock)	548.00
40.	Triumph	207	(E. Elliott and D. Wright)	554.45
41.	Standard	199	(N. Walsley and F. H. Gentile)	563.32
42.	Morgan	180	(W. A. G. Goodall and A. T. Hall)	567.57
43.	Sunbeam-Talbot	124	(F. H. Holmes and J. R. Pitchers)	573.43
44.	Frazer Nash	202	(D. H. Murray and W. L. Innes)	577.89
45.	Jaguar	222	(P. Lee and R. T. Howarth)	579.67
46.	M.G.	67	(T. Lund and J. R. Pearce)	584.57
47.	Austin-Healey	151	(R. P. Lane and D. Plant)	584.77
48.	Jaguar	50	(D. C. T. Bennett and Mrs. E. Bennett)	598.77
49.	Jaguar	115	(C. S. M. Hutson and G. R. Horner)	600.68
50.	Austin	105	(A. H. Senior and R. M. Baxter)	615.28

1,601 to 2,600: 1, Ford 145 (T. C. Harrison); 2, Sunbeam-Talbot 146 (P. Harper). Over 2,600: 1, Alvis 197 (R. J. Adams); 2, Jaguar 221 (J. Ashworth).

Sports cars up to 1,600 c.c.: 1, M.G. 157 (A. Williams); 2, Porsche 165 (H. Sutcliffe). 1,601 to 2,600: 1, Triumph 155 (J. C. Wallwork); 2, Triumph 42 (P. G. Cooper). Over 2,600: 1, Austin-Healey 193 (F. C. Davis); 2, Austin-Healey 25 (G. S. Rollings).

MARKINGS THROUGHOUT THE RALLY



NUMBER, CAR AND DRIVER				Hastings	Oulton Park	Silverstone	Goodwood	Wales	Peak	Preccott	Blackpool	Yorkshire	Charterhall	Lake District	Read Section	Final Test	Scrutineering	TOTAL
75.	Austin-Healey (J. Somervail)	...	...	21.8	55.4	0.80	130.6	4,020	—	2.01	21.9	—	—	—	—	—	—	R S
76.	Jaguar (Miss P. Burt)	...	...	27.8	81.0	0.70	145.2	30	340	—	27.0	67.2	35.4	76.2	—	45.5	10	888.01 S
77.	Dellow (J. Fellow)	...	...	23.0	60.0	3.98	148.2	130	50	—	24.5	76.8	26.2	73.2	20	39.9	60	740.28 S
78.	Alvis (J. Jacobs)	...	...	26.2	68.0	2.03	145.8	100	50	0.08	27.4	70.8	35.8	81.6	30	48.0	30	715.71
79.	Sunbeam-Talbot (J. Orr)	...	...	26.0	66.0	1.07	147.4	730	120	—	31.3	67.8	29.0	76.2	320	46.9	—	1,641.67
80.	Ford (I. Maiden)	...	...	25.0	67.8	—	142.4	10	70	—	24.2	67.8	28.0	67.2	—	45.6	—	548.00
81.	Austin (E. Fritchard)	...	...	26.4	66.2	2.13	148.2	390	150	1.48	27.0	71.4	29.6	67.2	1,490	45.6	—	2,515.21
82.	Standard (D. Watkinson)	...	...	33.0	68.2	3.27	155.8	—	—	4.76	29.9	70.8	31.6	70.2	—	53.3	—	520.83
83.	Jaguar (K. Brauer)	...	...	27.0	71.6	1.10	144.6	230	40	0.91	46.7	100.0	39.4	65.4	300	50.9	30	1,147.61 S
84.	Hillman (K. Best)	...	...	26.6	69.6	0.37	159.4	120	60	2.01	26.8	100.0	26.4	100.0	—	46.8	—	737.98
85.	Austin-Healey (G. Sharp)	...	...	22.8	61.6	—	131.8	1,600	30	—	23.6	61.8	28.2	69.0	680	56.5	—	2,765.30 S
86.	Triumph (J. King)	...	...	22.4	57.2	1.98	135.0	—	40	0.32	23.0	58.8	26.8	60.6	—	38.6	—	464.70 S
87.	Sunbeam-Talbot (A. Whatmough)	...	...	25.2	72.0	0.97	143.6	90	—	0.36	26.0	73.2	25.6	71.4	320	50.8	10	909.13
88.	Standard (S. Jeffery)	...	...	29.8	76.2	7.35	169.8	—	—	5.67	32.0	78.0	26.8	81.0	310	60.3	—	876.92
89.	Sunbeam-Talbot (F. Watkins)	...	...	26.2	67.4	—	144.2	10	—	1.06	29.6	100.0	29.8	100.0	—	44.5	30	582.76
90.	Sunbeam-Talbot (S. Dare)	...	...	33.8	80.2	1.57	144.8	—	410	1.66	33.9	74.4	31.4	73.2	250	46.6	—	1,181.53
91.	M.G. (R. Laird)	...	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	R S
92.	Triumph (R. Cookson)	...	...	25.6	57.8	7.88	128.6	—	140	1.22	25.9	60.0	—	—	—	—	—	R S
93.	Jaguar (B. Brittle)	...	...	24.6	64.4	—	137.0	380	—	—	26.0	70.8	49.0	74.4	1,090	48.0	90	2,054.20
94.	Ford (E. Brinkman)	...	...	27.2	72.6	0.77	146.6	—	—	3.96	28.0	70.8	35.0	71.4	—	49.1	—	505.43
95.	Ford (J. Fleetwood)	...	...	26.0	66.4	—	155.0	—	—	—	24.9	74.4	26.4	100.0	—	44.4	—	517.50
96.	Porsche (E. Woolley)	...	...	31.8	—	—	—	—	—	—	—	—	—	—	—	—	—	R S
97.	Ford (D. Scott)	...	...	25.2	63.6	—	147.8	—	—	—	24.5	65.4	27.8	78.0	—	42.3	—	474.60
98.	Ford (R. Sawdon)	...	...	26.6	72.4	2.17	154.4	—	300	2.96	27.0	74.4	37.4	75.0	200	47.0	—	1,019.33
99.	Rover (Miss J. Crossley)	...	...	27.4	68.4	1.27	148.6	230	50	2.16	32.6	73.8	47.4	77.4	20	51.1	—	830.13
100.	Jowett (J. Stokes)	...	...	25.4	71.4	—	161.0	1,610	230	—	30.7	100.0	36.8	80.4	2,920	48.1	—	5,317.80
101.	Ford (H. Ripley)	...	...	25.2	65.8	—	160.8	1,240	20	—	25.9	67.2	27.8	200.0	750	54.0	—	2,636.70
102.	M.G. (F. Ruggles)	...	...	27.0	67.2	17.58	255.0	360	810	5.38	26.0	75.6	50.6	100.0	50	49.6	—	1,893.96 S
103.	Ford (H. Fozzard)	...	...	28.4	74.6	1.33	165.2	2,710	10	0.24	30.4	100.0	200	200.0	4,410	55.7	10	7,995.87
104.	Rennalt (W. Cawsey)	...	...	30.6	—	4.65	177.0	—	110	—	—	—	—	—	—	—	—	R S
105.	Austin (A. Senior)	...	...	25.8	68.6	16.17	161.6	80	—	3.31	27.0	81.0	26.8	79.2	—	45.8	—	615.28
106.	Vauxhall (F. Whittle)	...	...	33.2	69.6	2.77	158.2	70	40	7.96	30.8	85.2	36.4	73.2	—	45.5	—	652.83
107.	Sunbeam-Talbot (V. Bell)	...	...	29.2	78.0	2.97	162.4	120	—	6.06	26.7	82.8	50.8	75.6	40	48.1	—	722.63
108.	Sunbeam-Talbot (C. Lander)	...	...	29.6	—	4.17	157.4	—	520	—	—	—	—	—	—	—	—	R
109.	M.G. (Miss B. Bratt)	...	...	26.2	62.2	0.68	148.8	850	380	—	26.6	62.4	26.4	70.8	10	42.4	50	1,756.48 S
110.	Hillman (J. Trigg)	...	...	29.2	72.2	1.67	169.4	430	680	4.91	29.9	100.0	29.6	100.0	—	48.0	70	1,764.88
111.	Sunbeam-Talbot (G. Baines)	...	...	27.8	71.2	5.27	156.4	210	—	3.06	31.1	100.0	39.4	100.0	300	144.5	—	1,180.73
112.	Rennalt (B. Fursdon)	...	...	25.8	65.2	3.15	149.0	—	870	—	25.5	—	—	—	—	40.0	—	R
113.	Jaguar (Miss A. Newton)	...	...	21.8	59.2	—	123.2	170	—	—	23.4	—	—	—	—	—	—	R S
114.	Frazer-Nash (W. Grant-Norton)	...	...	22.8	56.8	—	144.4	—	310	—	23.9	57.0	28.4	57.0	10	39.0	—	749.30 S
115.	Jaguar (C. Hutson)	...	...	27.4	76.0	—	149.4	70	—	1.98	31.6	72.0	41.6	79.2	—	51.5	—	607.68
116.	Frazer-Nash (G. Burgess)	...	...	24.6	—	—	—	—	—	—	—	—	—	—	—	—	—	R S
117.	Volkswagen (R. Cook)	...	...	26.4	73.2	—	159.0	920	140	—	25.6	82.8	46.6	75.0	120	43.7	—	1,712.30
118.	Frazer-Nash (H. O'Hara Moore)	...	...	26.0	54.6	—	124.2	—	1,370	—	27.8	58.8	25.6	55.2	60	39.6	—	1,851.80 S
119.	Volkswagen (R. Croxford)	...	...	29.0	68.2	—	159.0	870	90	—	40.6	75.0	30.0	79.0	10	43.5	—	1,494.30
120.	Ford (H. Davies)	...	...	28.6	71.2	7.27	150.0	360	1,480	2.46	26.9	73.8	34.4	70.2	410	45.6	—	2,760.43
121.	Jaguar (J. Clegg)	...	...	35.8	70.0	0.73	161.2	3,720	4,270	1.68	37.2	81.0	57.0	—	—	—	—	R
122.	Ford (W. Baker)	...	...	27.4	66.4	—	154.8	1,240	1,110	—	26.6	88.2	28.8	88.2	510	43.3	—	3,383.70
123.	Ford (D. Wilson)	...	...	26.8	68.0	2.07	151.6	220	40	5.16	27.2	72.0	29.0	83.4	90	51.3	—	866.53
124.	Sunbeam-Talbot (F. Holmes)	...	...	26.2	64.0	0.67	155.0	60	30	2.36	28.0	69.0	26.8	67.8	—	43.6	—	573.43
125.	Bentley (H. Underhill)	...	...	27.0	67.2	1.03	144.8	870	10	—	28.6	73.8	36.4	74.4	170	47.7	—	1,550.93
127.	Vauxhall (A. Linaker)	...	...	27.0	66.6	2.27	150.6	820	—	2.16	28.3	71.4	30.6	95.4	—	45.6	—	1,339.3
129.	Ford (G. Read)	...	...	25.0	65.4	—	158.4	170	—	—	24.6	72.0	33.2	82.8	—	43.6	—	675.00
130.	Sunbeam-Talbot (A. Fraser)	...	...	25.6	60.2	—	142.2	—	350	—	23.4	100.0	24.6	65.4	—	42.0	—	833.60
131.	Triumph (E. Batte)	...	...	21.8	57.6	0.58	126.4	230	—	—	22.9	60.0	24.4	59.4	—	37.7	—	440.78 S
132.	Austin-Healey (F. Still)	...	...	22.0	63.6	—	134.4	3,070	1,410	2.61	23.2	63.6	25.8	72.0	350	40.9	—	5,278.11 S
133.	Morris (R. Holt)	...	...	26.0	69.2	1.95	160.8	90	—	3.37	27.5	78.0	29.4	80.4	20	44.5	—	631.12
134.	Jowett (B. Ginn)	...	...	25.4	64.8	0.43	142.4	860	410	—	25.4	70.8	29.8	75.0	960	43.1	—	2,707.13
135.	Morris (G. Holt)	...	...	26.6	69.0	1.55	157.4	30	—	2.17	26.4	76.2	28.2	83.4	—	44.3	—	545.22
136.	Austin (N. Lithgow)	...	...	—	—	—	173.4	—	—	—	—	—	—	—	—	—	—	R
137.	Morris (J. Shaw)	...	...	100	68.0	2.05	—	—	—	—	26.0	—	—	—	—	—	—	R
138.	Austin-Healey (F. Baker)	...	...	24.4	60.4	—	135.6	1,260	1,180	1.81	24.1	100.0	28.4	59.4	320	41.2	10	3,245.31 S
139.	M.G. (C. Foulkes)	...	...	25.0	64.4	3.08	151.6	1,620	—	0.88	27.7	—	—	—	—	—	—	R S
140.	M.G. (G. Dear)	...	...	23.8	61.0	2.18	143.0	50	650	1.58	24.2	69.0	24.4	64.2	—	39.6	—	1,152.96 S
141.	Ford (J. Reece)	...	...	25.4	67.4	—	150.6	—	—	—	30.4	69.6	26.6	69.6	—	42.2	—	481.80
142.	Sunbeam-Talbot (Miss S. Van Dam)	...	...	26.6	60.6	—	144.0	—	—	9.96	25.3	55.4	30.4	67.2	30	41.5	—	500.96
143.	Ford (Mrs. N. Mitchell)	...	...	25.8	65.6	—	152.6	20	—	—	27.5	69.0	28.0	70.8	—	44.0	—	504.10
144.	Sunbeam-Talbot (N. Garrad)	...	...	25.8	59.6	—	144.0	—	840	—	26.0	67.2	26.6	66.0	40	40.0	—	1,335.20
145.	FORD (T. HARRISON)	...	...	24.0	61.4	—	133.4	—	—	—	25.0	63.6	24.8	65.4	—	42.9	—	440.50

INDIVIDUAL RESULTS : TEST BY TEST MARKINGS . . . continued

NUMBER, CAR AND DRIVER	Hastings	Oulton Park	Silverstone	Goodwood	Wales	Peak	Prescott	Blackpool	Yorkshire	Charterhall	Lake District	Road Section	Final Test	Scrutineering	TOTAL
146. Sunbeam-Talbot (P. Harper) ...	23.8	57.6	—	135.2	—	—	—	22.8	64.8	24.2	62.4	10	40.2	—	441.00
147. Morris (G. Middleton) ...	30.0	81.0	4.35	178.0	2,170	670	9.57	34.0	—	—	—	—	—	—	R
148. Allard (A. Imhof) ...	19.8	—	—	—	—	300	—	—	—	—	—	—	—	—	R
149. Morgan (Miss A. Neil) ...	—	—	—	—	—	—	—	26.4	—	—	—	—	—	—	R
150. Jaguar (F. Bigger) ...	22.0	—	—	—	—	—	—	—	—	—	—	—	—	—	R
151. Austin-Healey (R. Lane) ...	23.4	57.8	—	124.6	140	—	—	22.5	64.8	23.4	64.8	—	37.1	—	558.40 S
152. Ford (G. Day) ...	28.4	73.0	0.37	198.4	4,260	950	5.96	30.2	85.2	38.6	85.2	1,030	53.4	—	6,798.73
153. Triumph (W. Bleakley) ...	22.0	57.2	15.08	123.4	—	—	—	23.0	58.2	26.8	57.6	—	36.2	—	419.48 S
154. Ford (S. Croft-Pearson) ...	27.4	70.2	1.97	168.2	2,030	1,300	3.31	27.4	87.6	28.2	100.0	730	48.4	—	4,622.68
155. TRIUMPH (J. WALLWORK) ...	21.2	53.0	—	122.6	—	—	—	21.4	55.8	23.4	56.4	—	36.5	—	390.30 S
156. Riley (C. Watkins) ...	34.4	—	2.93	168.4	—	2,920	—	38.0	61.2	23.8	65.4	—	41.1	—	456.78 S
157. M.G. (A. Williams) ...	24.8	60.4	1.08	141.0	—	570	—	24.4	62.4	26.8	60.0	—	44.0	—	1,085.40
158. Riley (L. Sims) ...	23.6	57.0	—	127.2	90	—	—	26.5	—	—	—	—	—	—	R
159. Austin-Healey (P. Thompson) ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	R
160. Jaguar (D. Robertshaw) ...	25.2	—	—	—	—	850	—	—	—	—	—	—	—	—	R
161. Armstrong Siddley (I. Sutherland) ...	32.6	60.6	—	135.4	30	—	—	27.6	67.2	38.8	67.8	—	48.7	—	508.70
162. Sunbeam-Talbot (R. Manwaring) ...	27.8	61.4	—	150.0	—	470	—	26.0	66.6	27.8	67.2	—	41.3	120	1,058.10
163. Standard (J. Day) ...	27.6	72.0	4.17	160.0	180	—	6.86	30.1	87.0	28.8	79.2	—	46.2	—	721.93
164. Vauxhall (J. Lee) ...	27.6	65.0	8.37	164.6	2,110	510	1.66	27.4	63.8	35.6	67.8	—	45.4	—	3,127.23
165. Porsche (H. Sutcliffe) ...	25.8	61.0	—	131.6	—	—	—	24.7	69.6	31.6	100.0	—	41.5	—	485.80 S
166. Riley (P. Channon) ...	26.0	64.4	2.03	153.2	170	340	—	25.7	100.0	27.4	81.0	—	45.2	—	1,034.93
168. Land-Rover (A. Baker) ...	27.2	200	10.89	155.0	920	190	18.02	30.5	74.4	32.4	69.0	600	59.0	45	2,431.50 S
169. Morgan (J. Ray) ...	22.0	71.4	2.18	132.0	—	—	—	22.2	60.6	23.4	57.6	—	38.6	—	430.98 S
171. Sunbeam-Talbot (W. Hogg) ...	28.4	76.8	2.57	158.0	590	690	5.16	28.0	75.0	37.6	82.2	690	46.4	30	2,540.93
172. M.G. (A. Hesp) ...	25.0	—	3.18	143.0	—	390	—	—	—	—	—	—	—	—	R
173. Simca (B. Wolfson) ...	28.0	64.8	—	143.0	—	—	—	28.9	100.0	—	—	—	—	—	R
174. Austin (D. Johns) ...	26.4	60.6	1.03	147.8	—	—	—	26.6	75.0	29.8	68.4	—	44.7	—	480.33
175. Vauxhall (G. Turnbull) ...	24.0	60.4	—	137.4	60	20	—	24.5	63.6	25.8	63.0	—	40.9	—	519.60
176. Allard (I. Trafford) ...	200	—	—	—	—	—	—	—	—	—	—	—	—	—	R
177. Jaguar (L. Rogers) ...	100	65.8	—	—	770	—	—	27.0	—	—	—	—	—	—	R
178. Morgan (J. Moore) ...	22.0	56.4	0.88	132.4	—	330	—	21.6	55.2	100	—	—	—	—	R
179. Ford (H. Roberts) ...	26.0	67.6	—	155.2	370	—	—	27.2	—	—	—	—	—	—	R
180. Morgan (W. Goodall) ...	21.4	54.6	—	125.4	30	—	—	21.2	54.0	23.2	54.6	120	36.8	—	541.20 S
181. Volkswagen (E. Wadsworth) ...	26.0	66.8	—	157.0	—	390	—	28.9	73.2	—	—	—	—	—	R
182. Morgan (P. Morgan) ...	21.2	53.4	15	123.6	60	140	—	21.5	52.8	21.2	53.4	20	34.8	—	616.90 S
183. Austin (F. Tydesley) ...	29.6	68.2	3.13	154.6	—	60	1.78	28.9	78.6	45.4	82.2	120	52.7	30	755.11
185. Ford (M. Gatsonides) ...	24.0	63.2	—	143.4	—	—	—	24.6	70.2	26.6	89.4	180	44.5	—	665.90
186. Jaguar (J. Sears) ...	24.2	53.2	—	122.4	—	100	—	22.9	57.0	22.6	54.6	—	36.2	—	493.10 S
187. Jowett (G. Pearson) ...	31.8	74.2	1.53	166.8	410	—	0.34	33.0	79.2	37.8	200	—	—	—	R
188. H.R.G. (Mrs. D. Osborn) ...	25.2	64.0	0.68	148.0	10	—	—	24.3	103.0	—	—	—	—	—	R
189. Dellow (J. Winn) ...	24.2	64.0	6.08	148.8	30	340	—	26.0	72.0	28.0	76.2	10	43.0	—	865.00
190. Ford (E. Cuff-Hill) ...	26.4	59.4	—	149.4	30	110	—	24.0	59.4	28.2	57.6	140	38.1	—	701.90 S
191. Jaguar (J. Cunningham) ...	21.6	59.4	—	123.6	40	—	—	—	—	—	—	—	—	—	R
192. Jaguar (E. Durant) ...	28.2	—	—	151.0	—	440	—	—	—	—	—	—	—	—	R
193. Austin-Healey (F. Davis) ...	25.0	59.6	—	131.2	—	30	—	25.0	60.6	24.6	64.2	—	41.7	—	461.90 S
194. Standard (P. White) ...	25.6	63.0	0.77	146.4	900	230	1.46	28.7	69.6	28.2	68.4	—	43.0	90	1,695.13
195. Jaguar (J. Keay) ...	30.4	65.4	0.73	153.6	—	—	1.38	27.7	76.2	31.4	66.0	—	48.8	30	531.61
196. Sunbeam-Talbot (G. Milson) ...	32.2	—	7.37	180.8	—	1,700	—	—	—	—	—	—	—	—	R
197. Alvin (R. Adams) ...	23.8	60.6	—	132.0	—	—	—	24.9	63.0	27.0	69.6	—	48.8	—	449.70
199. Standard (N. Welmsley) ...	29.0	73.6	3.45	167.2	—	—	3.37	31.7	91.2	32.4	84.0	—	47.2	—	542.32
200. Hillman (A. Belton) ...	27.6	72.0	7.57	165.2	460	160	2.51	29.1	100.0	30.8	100.0	—	49.5	60	1,264.28
201. Standard (W. Stoddart) ...	31.2	75.6	6.15	168.8	—	—	8.27	35.2	—	—	—	—	—	—	R
202. Frazer-Nash (D. Murray) ...	23.8	56.0	—	122.8	—	50	8.42	23.9	100.0	27.4	100.0	—	39.0	—	551.52 S
203. Morris (W. Whyte) ...	30.8	77.6	7.25	169.4	200	40	8.27	30.0	100.0	32.6	100.0	180	51.3	—	1,027.22
204. Ford (R. Lambert) ...	28.0	65.4	—	154.0	—	—	—	27.0	72.0	27.8	72.0	—	42.0	—	488.60
205. Sunbeam-Talbot (M. Jaykes) ...	25.2	77.0	2.47	166.0	1,580	370	9.31	30.3	100.0	33.8	100.0	1,070	51.1	—	3,635.18
206. Sunbeam-Talbot (G. Hartwell) ...	24.6	64.0	—	135.0	—	10	—	24.5	68.4	29.2	65.4	—	41.5	—	462.60
207. Triumph (E. Elliott) ...	22.4	55.6	0.38	125.0	—	120	—	27.8	57.0	25.6	57.0	—	37.3	—	528.08 S
208. Triumph (B. Leavens) ...	23.8	56.0	—	127.4	—	540	—	23.4	61.8	28.6	60.0	—	53.1	30	1,004.10 S
209. Ford (T. Smedley) ...	29.4	74.6	1.17	152.4	—	—	4.06	29.0	72.0	30.4	77.4	—	54.0	—	524.43
210. Ford (C. James) ...	35.0	—	—	—	—	—	—	—	—	—	—	—	—	—	R
211. Sunbeam-Talbot (Mrs. D. Foreman) ...	29.4	70.4	3.67	154.6	200	1,710	4.96	39.2	100.0	34.4	100.0	110	60.9	10	2,627.53
212. Alfa Romeo (R. Broughton) ...	29.6	65.6	0.27	155.2	550	500	4.46	32.0	100.0	50.4	100.0	370	47.5	—	2,005.03
213. Triumph (D. Dore) ...	21.6	57.4	0.08	127.8	—	60	—	19.0	55.8	24.0	55.8	—	36.5	—	467.98 S
214. Allard (F. Fox) ...	26.8	70.8	6.20	150.0	600	400	5.61	27.3	68.4	37.8	64.8	710	50.7	110	2,328.41 S
215. TRIUMPH (MISS M. WALKER) ...	23.4	65.4	0.08	127.4	50	—	—	25.1	58.2	27.2	60.6	—	38.5	—	465.88 S
216. Volkswagen (A. Westwood) ...	27.6	71.0	2.97	160.8	420	260	1.31	27.6	75.0	35.6	81.6	120	49.0	—	1,332.48
217. Triumph (B. Dickson) ...	22.2	59.8	—	124.4	40	—	—	23.2	57.0	33.8	54.0	—	37.1	—	451.50 S
218. Volkswagen (F. Bull) ...	30.6	73.8	2.07	177.6	2,030	1,760	1.91	27.9	84.0	31.4	100.0	720	47.5	—	5,086.78 S
219. Jaguar (R. Havard) ...	26.8	76.6	15	134.0	440	200	0.21	27.8	80.4	38.6	—	—	—	—	R
220. M.G. (W. Galley) ...	28.2	72.4	7.58	148.8	500	1,480	—	26.8	88.2	30.8	88.2	1,300	43.8	—	3,814.78 S
221. Jaguar (J. Ashworth) ...	25.4	62.8	—	132.4	—	—	—	25.9	73.2	36.6	64.2	—	48.9	—	469.40
222. Jaguar (P. Lee) ...	24.6	65.0	—	141.6	50	60	—	25.5	58.8	32.0	58.2	—	37.6	—	553.30 S
223. Jaguar (E. Haddon) ...	29.4	67.4	—	137.4	—	—	—	26.9	—	—	—	—	—	—	R
224. Aston Martin (R. Michalkiewicz) ...	24.4	59.6	0.38	134.8	—	860	—	37.0	64.0	32.2	66.0	40	41.6	—	1,360.18 S
225. Morris (H. Galt) ...	30.4	81.8	7.05	168.8	430	460	11.67	29.8	200.0	28.6	100.0	1,860	52.3	—	3,460.42
226. Ford (F. Vivian) ...	26.4	—	—	—	—	170	—	—	—	—	—	—	—	—	R
227. D.K.W. (W. Schluter) ...	29.6	66.8	—	142.6	—	—	—	26.8	67.2	33.6	66.0	—	42.7	—	473.20
228. Jaguar (C. Pilgrim) ...	25.2	62.6	—	143.0	490	1,030	—	25.0	67.8	39.0	69.0	—	50.5	60	2,062.10
229. Sunbeam-Talbot (M. Kozubski) ...	—	—	—	—	—	—	—	27.4	—	—	—	—	—	—	R
230. Ford (R. Richards) ...	24.4	62.4	—	144.0	—	10	—	24.9	69.0	22.0	72.0	—	41.7	—	470.40
231. Jowett (F. Dundas) ...	24.6	63.0	—	145.0	10	—	—	25.5	73.2	28.6	68.4	60	44.5	—	542.80
232. Vauxhall (A. Napper) ...	28.4	76.6	6.27	152.4	—	20	5.66	27.6	79.2	31.0	100.0	360	51.3	—	938.43
233. Jaguar (G. Greaves) ...	23.0	59.0	—	128.2	2,450	1,270	—	27.9	61.2	24.0	61.8	650	41.4	30	4,826.50 S
234. Jaguar (K. Richardson) ...	23.2														



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NEWS and VIEWS

Selling a Second-hand Car

THE legal decision recorded under the heading "Selling a Second-hand Car" in the March 5 issue has been overruled by the Court of Appeal and the fact that the Court of Appeal decision had been overlooked has meant that the article conveys a completely wrong interpretation of the law. The Appeal was heard on January 27 and, in view of its importance, the decision is best conveyed by the summary published in *The Times Law Report* on January 28, 1954.

"Lord Justice Somervell said that section 3 (1) of the Act of 1930 required a motor vehicle to comply with regulations as to construction, weight and equipment, but section 30 (1) gave the Minister power to make regulations not only as to construction and equipment but generally as to the use of motor vehicles on roads; and the regulations which had been made were concerned both with construction and equipment and with user. The question in this case was whether the defects in the car were such as came under the heading of construction and equipment, and so came within section 3 of the Act of 1930, or whether they came rather under regulations as to user, which were outside the scope of that section. In his view the defects in the speedometer, brake and silencer had nothing to do with the original construction and equipment of the car but pointed to neglect of proper maintenance. All the defects indicated a failure to keep in proper working order, and they were matters which were not covered by section 3. The appeal must therefore be allowed.

"Lord Justice Birkett agreed. It would, he said, be a startling thing that if one sold a car of which the speedometer was defective the sale was illegal.

"Mr. Justice Upjohn also agreed."
"Judgment for seller for £310."

It is therefore clear that it is not an offence under the Road Traffic Acts to sell a vehicle in such a condition that it infringes the regulations as to user since these are outside the scope of section 8 (1) of the Road Traffic Act 1934.

U.S. Economy Run

APRIL 5, 6 and 7 are the dates for the 1954 Mobilgas Economy Run, which will be held on a route as yet secret lying between Los Angeles, California, and Sun Valley, Idaho. The distance will be more than 1,000 miles, but details will not be published until it is too late for competitors to practise. As usual the run is sanctioned and supervised by the American Automobile Association, and sponsored by the General Petroleum Corporation. All the cars taking part will be standard production models, split up into appropriate classes.

Toll Abolished

AFTER being in force for 86 years, the toll has now been abolished on the road which is the shortest route between Cardiff and Penarth. The appropriate section of the road was purchased two years ago by Cardiff Corporation

Volkswagen Prices

PRICE reductions on Volkswagen cars were announced on the eve of the Geneva Show (fully described elsewhere in this issue) but they do not affect prices in Great Britain, where the reductions have been in force for some time. The standard saloon costs £422 10s in Great Britain, making a total with purchase tax of £599 13s 4d. The total price of the de luxe saloon is £689 12s 6d, or £734 19s 2d with sun roof. A full description and Road Test of the current Volkswagen appear in this issue.

Turin Show

ELEVEN countries will be represented at the 36th International Motor Show to be held in Turin from April 21 to May 2. Out of the total entries, 67 are manufacturers of motor vehicles, Great Britain at the top with 19 entries, followed by the United States with 18. Makers of special vehicles and sports cars will be gathered into one sector; this is a new feature of the show.

New Mersey Bridge?

THE first step towards the building of the new road bridge over the River Mersey at Runcorn was announced earlier this month. The announcement was in the form of a Cheshire County Council notice published in Runcorn and declaring

that Hope Street and parts of adjacent streets would be permanently closed to enable work to proceed on installing the anchorage for the cables on the Cheshire side. This continuous road bridge will join Cheshire to Lancashire at Runcorn and Widnes.

The bridge will be high enough above the Manchester ship canal to clear masts of large sea-going ships, while the line of the new bridge selected is between the present steel lattice work and cable platform transporter bridge and British Railways' Runcorn bridge. Completion of the bridge will link routes A533, 557 and 558, converging at Runcorn with A562, the Warrington-Liverpool road.

S.M.T. in North America

IT was recently decided by the Society of Motor Manufacturers and Traders that Mr. Donald B. Morren should act as assistant to Sir William Welsh, K.C.B., D.S.C., A.F.C., the Society's representative in North America. As a result, Mr. Morren sailed for Canada, where he is attending the Canadian National Sportsman's Show, in Toronto.

Morgans at Stockholm

AN addition to the list of manufacturers exhibiting at the Stockholm Show given in *The Autocar* last week is the Morgan company. They will show two cars. The show opens on March 26.



Now leaving the Austin factory in large numbers is the attractive Nash Metropolitan, built for the Nash firm by Austins and Fisher and Ludlow. (See below.)

NEW SMALL CAR FOR NORTH AMERICA

IN *The Autocar* of February 5, and on previous occasions, it has been mentioned that the Austin Motor Company is co-operating with the Nash-Kelvinator Corporation to build a Nash small car for the American and Canadian markets. Many readers in the Midlands have seen these cars on the road, and today first details of it are officially released. As the accompanying illustration shows, it is an attractive, low-built, hard-top design, but there is also a similar drop-head version.

The body is of integral construction by Fisher and Ludlow and it receives engine and transmission units of the Austin A.30 and A.40 range. The A.40 power unit is used and the gear box is slightly modified to give only three speeds. Pressed steel disc wheels carry Goodyear 5.20-13in E.L.P. tyres, the spare wheel being carried externally at the rear of the luggage locker. Some idea of the

size may be gained from the overall dimensions which are: length 12ft 5½in, width 5ft 1½in and height 4ft 8½in. The approximate weight ready for the road but without petrol is 16½ cwt.

The car will be known as the Nash Metropolitan. A fully illustrated technical description will be given in the next issue.

The Austin company stress that the Nash Metropolitan, built entirely by them and the associated Fisher and Ludlow body manufacturing unit—both members of the British Motor Corporation—is a 100 per cent export car and dollar earner, for sale in the U.S.A. and Canada alone. It is not being marketed by the Austin company. Austins have a first order for 20,000 of these cars. Present production, for the Nash-Kelvinator Corporation, is 350 a week, and more than 3,000 cars have already been shipped from the Longbridge factory to Nash dealers in America.



EARLS COURT, Paris, Brussels, and now Geneva: Once again the craftsmen and artists of the world's automobile industry have put the products of their brains and hands on show for all to see, admire and criticize. As elsewhere, the stands are decorated with flowers, old friends meet once again, pretty models are photographed against an equally beautiful *voiture de grand tourisme* but, above all, at Geneva there is room for the spectator to move about in comfort.

Most of Geneva's inhabitants found time to watch the long procession of cars carrying M. Rodolphe Rubattel, President of the Swiss Confederation, M. Roger Perrot, President of the Organizing Committee, and other officials on their way from the Hotel des Bergues to the Salon when the Show opened on March 11. There was an air of cheerfulness about the city, the banners decorating the Salon fluttered in the breeze and the snow on the mountains overlooking the lake sparkled in the sunshine.

As in 1953, Great Britain leads amongst the list of different makes of car, with a total of 23, but this is three fewer than

International Market NEW MODELS



This "piccolo turismo," the G.M.H., is based on the 750 Renault. The engine is substantially modified, two Weber carburettors being used in conjunction with a special cylinder head and manifold. A five-speed gear box is fitted to this attractive sports coupé.



The square lines of the door opening contrast not unfavourably with the well domed head of the 2,300 Salmson. The four-cylinder o.h.c. engine has a capacity of 2,130 c.c., and develops 105 h.p. A top speed of 113 m.p.h. is claimed.

previously, and the U.S.A., occupying second place, fields 16. Germany remains the same with 12, while France, Italy and Czechoslovakia have nine, six and one each respectively. Total imports into Switzerland during 1953 show an increase of 8,910 over 1952, with Germany still holding a firm lead. Italy shows a marked increase, which is interesting when it is remembered that there are only six Italian makes on show this year, and the majority of these are in the high price range. Great Britain's total is some 900 below the 1952 figure.

Imports of cars in 1953 were:—

Country of origin	1952	1953
Germany	11,732	19,081
Great Britain	5,047	4,105
U.S.A.	4,889	5,241
France	3,808	4,358
Italy	2,580	4,164
Czechoslovakia	29	92
Others	46	10
	<hr/> 28,141	<hr/> 37,051

The principal new models at Geneva this year are the Mercedes-Benz Type 220, which has been redesigned, the 502 B.M.W., similar in outward appearance to the Type 501, but with a 2.6-litre V-eight engine, and the impressive Daimler Empress saloon, mounted on a special series chassis.

The styling of the Mercedes 220 is now in line with that of the bigger Type 300. More space is provided for the occupants and the luggage accommodation is generous. The six-cylinder overhead camshaft engine now develops 85 h.p. at 4,800 r.p.m., with a compression ratio of 7.5 to 1. A new light-alloy cylinder head is used and a top speed of over 90 m.p.h. is claimed by the manufacturers. Unit construction similar to that of the smaller Type 180 is employed and rear swing axles of entirely new design reduce the variation in camber of the wheels. The brakes have automatic adjustment front and rear and two leading shoes at the front. The four-speed gear box has synchromesh on all gears and is controlled by a column-mounted lever.

The engine of the Type 300 has also

been slightly modified, and with a compression ratio of 7.5 to 1 it now develops 125 b.h.p. at 4,500 r.p.m. (A fine cabriolet body on the 300 is shown by Langenthal. The head is raised and lowered electrically and the deeply upholstered front seats have fully adjustable back rests.) The manufacturer also shows a 180 chassis which is partly cut away, and a drop-head coupé on the 300S chassis. Racing experience is so obviously built into these cars—the 300S taken quickly round the closed demonstration circuit outside Geneva handled beautifully, with little tyre noise on the hairpin bends of the short hill, and the speedometer built up very quickly to an indicated 100 m.p.h. on the available straight stretch of road. Visibility from the driving seat is very good, the steering is light, with some caster action, and the brakes are obviously designed to deal with the performance, which is bordering on the startling. One might be permitted to say—quite a car.

A new body on the 1100 Fiat is the Familiare, which is designed with the family man in mind. In addition to the normal seating, there are two small fold-



A family bus in the literal meaning of the expression, the Fiat 1,100 Familiare is conservative in looks. There is not a great deal of clearance between the edges of the front wings and the tyres.

AND THE WORLD'S LATEST IDEAS IN COACHWORK AT GENEVA SALON

ing seats for youngsters in the rear and a vertically hinged rear door gives access to the large luggage compartment. The ease with which the doors close is most notice-

the driver; wire-spoked wheels are also an unusual touch for this make.

Geneva is always predominantly a coachbuilders' show, and amongst the

best known, Graber do well with a magnificent drop-head coupé on a Bentley Continental chassis. Other examples of their work, on the Alvis stand, show the Coventry-Swiss alliance to be a happy one. The general finish of the paintwork and panel beating is of the highest order. But it is only necessary to look at standard bodies of the Aston Martin DB2-4 and the white Bristol 404 to realize that craftsmanship and beauty of line are not confined to the Continent. Both of these very fast British cars are extremely practical and, whilst retaining aerodynamic lines, are capable of seating in comfort for very long distances occupants of normal stature. It does seem, from observations in the Salon, that national ideas in the designing of high speed touring coachwork may be governed by the average build of the inhabitants in the countries concerned.

To go to the other extreme, the passenger-carrying capacity of some of the larger American cars is very great. The Buick convertible in the centre of the General Motors exhibit carries its size well and there is certainly no difficulty in



able, and the general appearance is more attractive than that of the average station wagon. The smallest Fiat, the 500C, continues with a variety of bodies, but it is the 8V with a Gran Turismo body by Ghia of Turin that makes the mouth water. Emerald green with off-white, soft leather upholstery, it is one of the sleekest examples of coachbuilding in the Salon. In traffic the driver might be handicapped by lack of visibility owing to the extremely low build.

Not far from the Ghia stand is that of the Swiss coachbuilder, Beutler, who has most successfully disguised the Volkswagen with a light grey drop-head four-seater body, having very thin wind-screen pillars. It is not until the driving compartment is examined that the make is recognized. Another treatment of this German popular car is seen on the stand of Rometsch of Berlin. This has a single sideways-placed occasional seat behind

A truly international effort is the Farina bodied Nash-Healey. The moderate proportions of the front bumper do not unduly affect the frontal appearance.

The fascia layout on the Siata is good, three same-sized cowed dials facing the driver through the steering wheel.



INTERNATIONAL MARKET: continued

seating three abreast on the front seat. There is still the tendency to adorn the front of American cars with an excess of clumsy looking, over-plated bumpers, but the Chrysler New Yorker is a pleasing exception and the low saloon-body has attractive lines. Perhaps the distance between the windscreen and the driving seat of some U.S. cars first led to the deep, wrap-round screen, in order to bring the screen pillars back out of the driver's vision. An insulating effect is applied to the seats of the Swiss-bodied Plymouth Belvedere convertible by the plastic interwoven "straw" covering. Reading of the speedometer of the Mercury Crestline is facilitated by a glass-covered aperture in the cowl'd back of the instrument, through which daylight can penetrate.

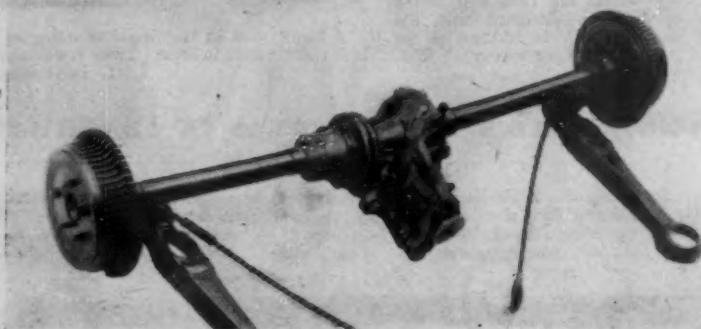
Ford Family

All the Ford products are prominent, from the Dagenham Anglia to the German Taunus and French Comète. The latter, with its simple yet fine styling by Facel Metallon, is available with a four-speed gear box. The German-built Taunus is also to have a four-speed box in the immediate future, which should enhance the performance of this moderate-sized car. The quality of German engineering is noticeable in the crankshaft assembly of the three-cylinder two-stroke D.K.W. Built up with machined circular webs, the roller bearing big-ends run on large diameter journals which are pressed into the webs. The main bearings are also roller, with the exception of the back main which is of the ball semi-thrust pattern. Special seals take care of crankcase pressure.

Germany has contributed strongly to the interest at Geneva this year, and the 2.6-litre 90-degree V-eight-cylinder B.M.W. engine is a fine piece of work. Designed for the new Type 502 saloon, it has a compression ratio of 6.9 to 1 and develops 105 b.h.p. Extensive use is made of light alloys. The valves are operated by a centrally placed camshaft and the single carburettor is totally enclosed in the cylindrical air cleaner. An unusual feature is the placing of the sparking plugs, which, on the left-hand side of the engine, incline to the rear, and on the opposite side to the front. The bore and stroke are 74 x 75mm, and, as with the six-cylinder engine, the clutch of the 502 is hydraulically operated; a separate four-speed, all-synchromesh gear



Brand new from Stuttgart: The Mercedes-Benz Type 220 has had a face-lifting treatment. Both front wings can be seen from the driving seat and the wheel discs are perforated to allow air to reach the brake drums. Below: The rear axle of the Type 220 is located laterally by the vertical arm. This new axle arrangement, involving one universal joint, provides longer axle shafts. Stubby blades on the brake drums aid heat dissipation.



box is used. The suspension and bodywork are similar to those of the 501. The Type 501B, which is a more austere version of the 501, completes the range.

British manufacturers make a strong show, Jaguar having amongst other exhibits a Mark VII saloon with over-drive, while a white Sunbeam Alpine occupies pride of place on the Rootes stand. The Austin A.70 saloon heads the Longbridge exhibit and the Austin-Healeys are being eagerly inspected by enthusiasts. The Nuffield group is well represented by the Wolseley Four Forty-Four, TF and Magnette M.G.s, and the Riley Pathfinder. As with all shows, it is possible to go from one extreme to the other, and at Geneva the 2 c.v. Citroën, which is covered in trophies of the chase, contrasts strongly with Fangio's Formula 1 Maserati, and the 2-litre Type A6CCS two-seater.

Volkswagen have a show of their own up in the gallery, but it is not easy to examine the cars as they form part of a theatrical display exhibit.

The new Daimler Empress chassis has a 3½-litre o.h.v. engine developing 115 b.h.p. at 4,000 r.p.m. The bore and stroke are 82.5 x 107.9mm, with a 7.6 to 1 compression ratio. Two S.U. carburettors are used. The composite body is by Hooper, and has a long sweeping wing treatment with razor-edge styling above the waist. Windows are electrically operated and equipment is in the luxury class.

There is, as usual, a lot of interest to see at Geneva, some things new and some not so new. Styling has not undergone any drastic changes, although one or two of the fast touring coupés give the impression that coachwork for this type of body may take on an even more pronounced space-ship style.



Finished in red, this Graber Talbot drop-head coupé made a last-minute appearance at the Salon.

INTERNATIONAL MARKET continued

The Ghia-Torino bodied Fiat 8V raises the question as to whether Italian designers are becoming space-ship minded. The D-shaped tubular bumpers project far enough to protect each corner of the car. No practical purpose is served by the vents behind the front wheels, but they prevent a slab-sided effect.

Below: More head room is provided in this 3-litre Type 250 Ferrari by Vignale than is apparent. The large rear window and side windows are green tinted.



The speedometer dial of the Mercury convertible is illuminated in daytime through the transparent back of the cowl.



Left: A new "piccolo turismo" is this competition 750 Panhard. Ghia-Aigle built the body and the weight is approximately 1,100 lb.

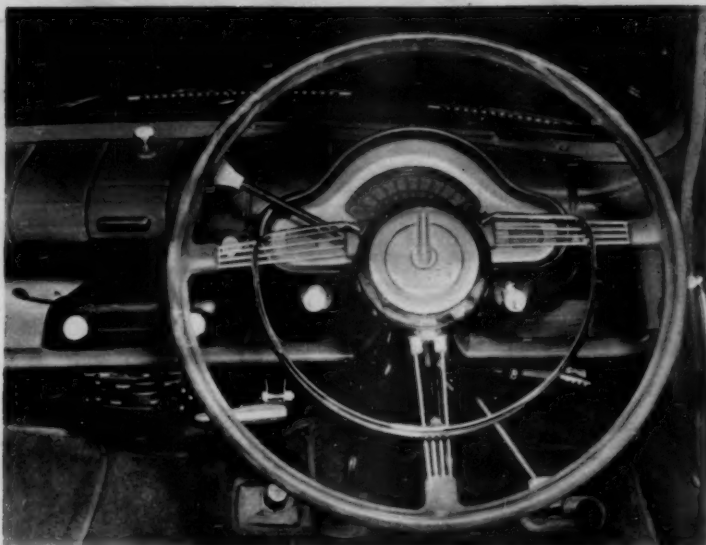


Perhaps the most beautiful drop head coupé body at the Show. On a Bentley Continental chassis Graber of Switzerland has created a magic carpet. Inset: Fitted suitcases occupy space behind the front seats and a clean line is achieved with the hood lowered.



ZEPHYR

A STUDY
ON THE ROAD
AND IN THE
FACTORY
OF AN
OUTSTANDING
SIX-CYLINDER



By
MICHAEL
BROWN

A skilful layout to appeal to the keen driver. The grouping of the Zephyr's instruments gives evidence of careful planning.

i n d e t a i l

THIS is the portrait of a car. It is painted with admiration for the model and in considerable detail, and it is, perhaps, more complete than most for reasons which will become obvious. Why is it painted? Because the Ford Zephyr seems to me to be one of the outstanding cars of the decade. Like a compass needle, the eye of the seeker of motoring value for money in these inflationary days is drawn inevitably towards one point, and, however much other influences try to affect it, it comes to rest ultimately on the Thames-side factory of Ford of Dagenham, where the shop window glitters with Popular, Anglia, Prefect, Consul and Zephyr. The driver-owner, gladly resigned to his addiction to an engine and four wheels, might leave one or two of them to the owner-only, but he cannot do that with the biggest of the bunch. Six cylinders for £754, including purchase tax. And in 1953 it won the Monte Carlo Rally.

The Zephyr is one of the few cars that succeeds in satisfying the two quarrelling tastes in motoring. The one wants an armchair, a throttle and brake controls and a steering wheel, and sees in the American car its personal idea of motoring perfection; the other wants no more than a sound engineering product, built for a purpose, from which a motorist can extract the best in the way of performance by the exercise of a skill which he is thankful to possess. While tolerant of the former, I am unashamedly of the latter persuasion; the catholicism of my motoring taste embraces Citroën's 2 c.v., and the Continental Bentley. Perhaps it pin-points on a pretty extravagance with, none the less, only 1½ litres under the bonnet, and, if so, that may be why it responds so readily to 2,262 c.c. within the Zephyr envelope. There is a similar economy there.

The economy begins in the appearance. The Zephyr is

modestly scaled with 14ft 4in of overall length, 5ft 4in of width and an unladen height of 5ft 0½in. There is not a frivolous contour about it; indeed, the shape is that of a flat box with a blister to accommodate the inconvenient length of motoring man. And as such it is as satisfying as the Tzu Chou vase from the Eumorfopoulos collection in the British Museum. The front is clean, resolutely horizontal, and sparing in its use of chromium; a metal that should be accepted by men of taste only for its anti-wear virtues, for its appearance is as cold and unfriendly as that of an iceberg. A single strip of it runs horizontally along the flush sides; I think I could do without even that. The back of the car is similarly economical, except in the luggage space provided—about 15 cubic feet of useful proportion into which astonishing quantities of luggage can be stowed; the spare wheel occupies a position on the right, vertically clamped.

The small wheels, 13in in diameter, fit proportionately into the Zephyr's profile. The skilful treatment of the wheel arches has since been repeated on the Anglia and Prefect. The trap of concentricism between wheel and arch has been avoided (the common centre disappears under load variation), and a large segment of the rear wheel arch is cut off by the body. But where this, on the small models, seems to give a taper to the body, on the Zephyr it gives the car's back end a purposeful look, so that one is irresistibly reminded of the back row of the scrum. Nothing could be more apt.

The bonnet motif—rudely termed the "dying duck" at Dagenham—has, intentionally or not, a deflector effect. The air is compressed between the wings of the device and the bonnet slope and must come up at a sharp angle, for the bonnet top remains drop-free in heavy rain and there

is a clearly delineated dry V spreading back from the motif to the screen pillars.

There is the economy of good taste about the interior, too. This, with its good leather seat coverings, might be the interior of a car costing twice the price; alas, on many cars costing twice as much as the Ford you would not find the wide back window shelf, nor the full-width tray under the half-elliptic pressing that spans the car at the scuttle and gives strength to the unit construction. The latest Zephyrs have grouped instruments shrouded in a steering column pressing and visible through the top half of the T-spoked wheel. The speedometer arc houses also the main beam indicator and the tell-tale for the winking indicators. To the left of the arc is the rectangular window of the fuel gauge (9-gallon tank) and, to the right, that of a thermometer; on the sides of the pressing itself are the ignition switch (left) and starter (right); below are switch knobs for choke (left) and lights (right). The steering column gear lever is on the left, with the hand brake lower down; there is a horn ring and the dip switch is foot-operated. Direction indicators are switched from the wheel boss.

Driving Comfort

At the start of three thousand miles in nine days of motoring the driver wonders if the seat is going to be right; the angle of the backrest is such that he sits rather straight and with the thighs at an acute angle to the spine; at the end of a day behind the wheel he is perfectly satisfied. First impressions are, again, notoriously unreliable. Likewise ease with the pendant pedals is quickly reached, though this driver is not quite sure that he likes the novel throttle footrest. The throttle control is very light and the rest locates the otherwise airily poised foot. By rocking the leg the rest can be used as a fulcrum from 30 m.p.h. to about 60, and it is entirely harmless, of course, even if one is not sure about it. The big, spring-spoked steering wheel is a beauty.

The driver in category one could start in first gear, go straight into top and stay there for most of the day; or he could start in second. Driver two will use all the ratios (12.62, 7.297 and 4.444 to 1) and rejoice at the giant hand that thrusts him forward, for this is an engine that has its maximum torque of 108 lb ft at the low r.p.m. speed of 2,000, at which figure the mean pressure on the piston tops is 118 lb per sq in.

The needle swings over the speed arc; at 50 m.p.h. it is time for top gear, and then, at an indicated 80, there suddenly seems to be not a lot left, although we saw the 90 on one occasion. But at the indicated 80 we found that we could cruise all day without protest, and the mind flashed back from Central France to Dagenham, and to the selection of ratios, the casting, boring, milling and honing of block and head, and the dimensions of the con-rods and crankshaft that are assembled on the line there. For that is why the Zephyr picture can be complete; the portrait painter can see the block start as a load of ore shipped from some exotic spot and prosaically trundled in a tip-wagon to the vast dump at the east end of the factory. From there the never-cold blast furnace—the only one in the south of England—takes bite after vast bite, to regurgitate a purer product every four hours. You can follow the process through a film director's vision of hell—the Ford foundry—in which the timid visitor is fascinated by the fireworks of molten metal and by the sublimation of the child's game of making sand-castles that is modern casting.

Piston Speeds

You can cruise at maximum speed. Within the six cylinders (permitted diametrical tolerance 0.001 in) the alloy piston has a very short stroke of 76.2 mm and is travelling at about 1,000 ft per min at maximum torque, and only 2,000 ft per min at maximum b.h.p. (68), at 4,200 r.p.m. This comparatively leisurely reciprocation is translated into rotary motion by 5.312 in connecting-rods with an inside bearing diameter of 1.937 in and a bearing length of 1.125 in, which revolve the counterbalanced cast alloy steel crankshaft in its four 2½ in bearings. The crankshaft is another product that can be watched from blast furnace to final

Whether accidentally or not, the Zephyr's mascot has a pronounced deflector effect.



inspection at Dagenham, and an impressive march it is. But the point is that the driver, feeling the power surging under his foot, admiring the silkiness of the six and appreciative of its balance, can recall the precision of the multiple machining operations on the block at Dagenham, can remember how little the human element intrudes, and can be assured that Zephyrs are like that wherever they are encountered. He knows the reason why, first-hand.

This main road, high-speed cruising is magnificent, though wind noise was fairly high in the teeth of a stiff breeze. There is no perceptible effect from the small wheels, and although we were running on Firestone winter traction snow tyres, whose tread emitted a high-frequency whine on dry surfaces, there was no undue heat evident after hours of maximum cruising speed. The tyres, incidentally, permitted a safe 50 to 60 m.p.h. on packed snow; above that speed there was lateral drifting on the straight; that slight, pleasant, but risky four-wheel version of the valeta.

Mountaineer

Climbing capabilities are superlative. Up all but the really steep hills, such as are not encountered on main roads, the Zephyr can be allowed to amble in top gear at that low r.p.m. figure of maximum torque, but if you want to rush it, then the short, rigid steering column gear lever can be aliced instantaneously into second to the accompaniment of the six-cylinder surge of noise as the revs pick up (rather like a radio sea on a shingle beach). Thereafter you can play with the gradient, for anything like a wide-open throttle will take the overhead valves above bounce point and force one back into top. Like all three-speed cars, the Zephyr very occasionally, when driven hard, seems to want a slightly higher second gear, or a four-speed box, and the overdrive version (0.7 to 1), which will give a top ratio of 3.1 to 1 with the 4.444 rear axle, must be an interesting variant.

All controls are agreeably light; agreeably because their operation makes no very definite impression on the consciousness, which implies that they are about right. Controls can be too light, and the throttle is the only one liable

When the world whitened the car proved to be stable at high speed, assisted by Firestone winter traction tyres.



ZEPHYR in detail continued

to transgress in this direction on the Zephyr; it might, indeed, be argued that the footrest is a tacit admission that a little more thought is needed in this important spot on the floorboards. The gear change, as with most three-speed cars, is so good as almost to justify the steering column position.

Zephyr conversation tends to turn to argument when cornering performance enters the discussion. Let the facts of 3,000 miles (on snow tyres) be first recorded. In that distance the car did nothing treacherous, although it was a rare dry road corner that was taken without a scream, and occasionally it had to be thrown round the hairpins of mountain descents. Once, on a bend that was sharper than the driver thought—and he was travelling at 70 m.p.h.—it had to be allowed the full width of an empty road, but its cornering line was true even under the stress of that one. For the sake of the road safety doryphore, the interpolation might be made that the time was 4 a.m. and the country elsewhere than Britain. On packed snow I gave it hard throttle on a slow right-angle to get the feel of it under sliding. It responded to correction and re-correction in an orthodox manner. We carried no ballast, which some Zephyr owners advocate; our luggage was a normal load for three persons, one of whom occupied the rear. Gatsonides does not ballast his Zephyr, it is interesting to note, and the theory of ballasting does not seem to me to be a good one.

Weight Distribution

Surely the facts of Zephyr cornering are these? The car has a weight of 2,555 lb, of which, as a result of the six-cylinder engine, 1,486 lb are on the front and 1,069 lb on the rear. This is 58 per cent front and 42 rear. The car understeers satisfactorily and its recommended tyre pressures are 24 lb per sq in all round. These data suggest that the frontal weight is the really potent source of understeer, whereas in many smaller-engined cars it is, so to speak, artificially induced by manipulating the tyre pressures, the weight distribution tending more towards oversteer. (It is assumed that steering and suspension geometry are equal.) As the latter car loses adhesion on a corner that is taken too fast (which is, of course, the trouble point) the understeer characteristic is lost and the car reverts to its "natural" tendency for the rear to swing out. This is fairly easily manageable, because the standard correction technique restores front-wheel adhesion. But the nose-heavy six-cylinder would remain an understeerer even on iron tyres, and when adhesion is lost, therefore, the nose will take charge, an unmanageable situation as a rule. But the driver who travels fast must surely be expected to understand and remember this and make allowances. It may be safely hazarded that the Zephyr front end is as light as possible, and therefore any remedial measure must destroy the fine power-weight ratio that the car enjoys. This is 59.6 b.h.p. per ton, or 37.6 lb per b.h.p., and is of much more value to the normal motorist than marginal cornering virtues.

The original front suspension of the Fords, which contributes so much to the excellent ride, initiates the

final assembly. A Zephyr in genesis is a gawky structure of the two big suspension members and the angular anti-roll bar, and one can make a leisurely study of the springing system. The damper unit is integral with the wheel spindle and replaces the conventional kingpin, and the direct-acting coil spring embraces it; 9½ of the 11 coils are active and the difference between free and loaded length is 15.85in minus 8.64in=7.21in. This assembly is located at the top on the body; at the lower end it is located by a simplification of the normal wishbone, comprising an I-section member which Fords call the track control arm, and the requisite arm of the half-hexagon that forms the stabilizer or anti-roll bar. This arm runs aft from its mounting point, to meet the track control arm and complete the wishbone, but the exact action is very difficult to visualize, and it suffices to record its completely satisfactory operation and admire its economy. Rear suspension is orthodox with seven-leaved half-elliptic springs.

Steering

The steering, a worm and peg gear with a ratio of 13.6 to 1, is admirable, with a fairly strong caster action. Whatever antics the front wheels are up to over a broken surface the driver remains happily ignorant of them, but he gets caught at times by the lock, which provides a turning circle of 41ft 6in and may demand a little more backing and filling than expected in close quarters.

Brakes are very much a part of high-performance runs such as this one was, and over 2,000 miles of vigorous use the extra pedal travel was not noticeable, although the linings were taken up a little at that juncture; the pedal action is light and lining characteristics are the same front and rear, the available area at each end being 60.5 sq in. The front shoes are two-leading, the rear leading and trailing. No fade was experienced even on long fast mountain descents.

With the fundamentals working correctly and impressively the friendly character of the car could emerge. I recall one spell behind the wheel when the rest of the crew were asleep; it was necessary to hold 65 to 70 m.p.h. on strange (though French) roads through the night, and the keen driver responds to the challenge of doing so smoothly, so that no one wakes up. For about an hour after taking over this entails deliberately delicate foot and hand movement, a cat's eye for the night contours and an ability to make up the mind in half a split second; otherwise the brakes must go on hard and the game is lost. On some cars you can wear yourself out in four hours of this, but with the friendly car it is as

Most of the run (in connection with the Monte Carlo Rally) was in pleasant weather, as instanced by this scene in Spain.



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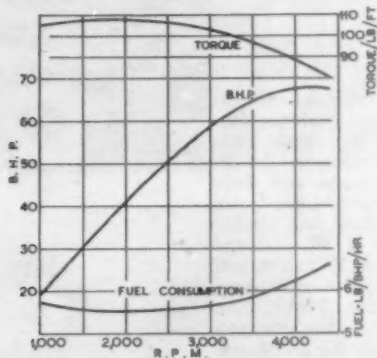
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easy as falling off a log after that first hour of "playing in." The Ford links arms with you and you begin to get that magnificent feeling of exhilaration which comes as your foot goes less and less to the brake while the speedometer needle remains glued on the high figure. I don't think one can analyse that particular brand of security in car performance, but it must start on paper because it is essentially safety of design. The point at which the car loses its nerve is beyond that of the driver.

The friendliness of the Zephyr extends beyond high performance. It started at a touch after nights in the bitter open, and a plug change owing to a widening gap gave evidence of its necessity well in advance. It would amble; it would gallop. You could sleep in it remarkably comfortably, the rear seat being as good as the front in every respect. Neither oil nor coolant needed replenishment out of England, and a pint of oil restored the level after 3,000 miles. Petrol consumption is a rough figure, as the primary task of the journey was not car testing, but it worked out overall at 23 m.p.g., a very good figure, it seems to me, for what the car gave in return. Some part of this is owed to the methods of manufacture, for the sump contains S.A.E.20 oil in both summer and winter, which spells, among many things, fine tolerances. Indeed, I believe one oil company would be prepared to recommend S.A.E. 10. In the gear box the oil is S.A.E.80, and in the rear axle S.A.E.90 EP.

The Zephyr's performance is most certainly only half of the Ford picture; the rest of the canvas is Dagenham's. The muddled political thinking of the last decade has tended to obscure the idealism that imbued the great man himself (his



slight figure in effigy faces the Thames-side empire). The superior young men of literature have painted automobile factories as the essence of a soulless, line-production civilization instead of the greatest force in history in the raising of living standards. In the factories themselves the balance is redressed, and the car builder at Dagenham is a fine balancing agent.

The pride shown by the official guide in the organization sets the standard; it is maintained by the operator who tells you that he is getting 2,800 to 3,200 blocks to the set of hones, and by the tester who explains the magnetic detection of cracks in side-valve tappets. These are magnetized, then immersed in a mixture of paraffin and iron filings, whereupon the filings insert themselves in any cracks in the bearing faces, which are examined under a lens. The slightest crack means rejection. Within arm's length an electronic machine has checked tappets for dimensional accuracy in every plane, and you appreciate how the big firm can afford to pay for accuracy by installing expensive machines which are, none the less, only fractional in relation to turnover. Wherever possible, torque wrenches are used instead of spanners. One can, indeed, sense the continual obsession with security that must govern a manufacturer who thinks in Ford terms, for a mistake can cost millions. No better instance of it could be quoted than the anemometers which spin above the two giant track-spanning unloaders on the jetty. When the wind force exceeds a certain figure they apply grabs to the rails so that there is no fear of their moving along their tracks under the wind's influence.

If the owner requires any further assurance that his



A wide, deep curved screen is some distance ahead of the driver. Here it embraces a typical Spanish street scene.

interests are being studied the service school provides it. Main dealers are carefully tabbed and their personnel must be kept up to date on Ford practice; they come to Dagenham for the purpose, where every facility exists for study and work. The complete array of Churchill servicing tools is available, and the owner is bound to reflect that his Saturdays with the screwdriver are really an anachronism.

Present-day Stoker

The picture of the car is vivid after three thousand miles of fast going, for it bred great confidence in this fine, cheap six-cylinder. The confidence is reinforced by the Ford works; by the tattooed ex-Naval engineer whose eyes never leave the array of dials on the high-pressure boiler panel (1,200lb per sq in); by the spotless turbines in the power house that is like a cathedral, and where the Zephyr story has its beginnings, for without power the factory would be a lifeless thing; by the way in which one enters a Ford, presses the starter and drives away without the slightest doubt of getting to the journey's end.

It was Henry Ford who conceived line production, and thereby injected consistent reliability into vast numbers of his products. I think he would have been proud of the Zephyr. In fact, I am sure he would.

* * *

Nothing in this world is ever quite perfect. On the Zephyr which we used the Smiths heater could not really cope with the cold snap, but as we came through France when the temperature was nearer zero Fahrenheit than 32 degrees, there was some excuse for it. But alas, the radio would not quite tune to the long-wave Paris station which, as every car radio addict knows, is a blessedly musical alternative to the inanities uttered by B.B.C. programme announcers. However, a little more capacity between earth and aerial would have done the trick.

The biggest boon conferred by the latest body shape is the useful dimensions of the luggage space.



COMPETITIVE TOURING

A full report of the R.A.C. Rally
appears on pages 382-388



EARLY spring is the time of year chosen by the R.A.C. for the International Rally of Great Britain, and last week the conditions on the roads of Britain lived up to the season. Thus the rally became a sporting tour of the countryside, though punctuated by periods of fog on the night sections, and those fresh enough to enjoy the scenery very much approved the choice of routes. The photographs on these pages show four typical scenes during the rally. In the top left picture E. W. K. Lund (M.G.) is fording a mountain burn near Slaidburn, Yorkshire, and below one of the Triumph TR2s (N. B. Jarrett's) is seen entering Stow-on-the-Wold, Gloucestershire, in the sunshine. Above, right, is the Hillman Californian of J. Trigg near Winslow, Buckinghamshire, and below a group of cars waiting to climb the Darnbrook section in Yorkshire. The car on the hairpin is G. Menz's D.K.W., from Germany, a make which performed extremely well.



19 MARCH 1954

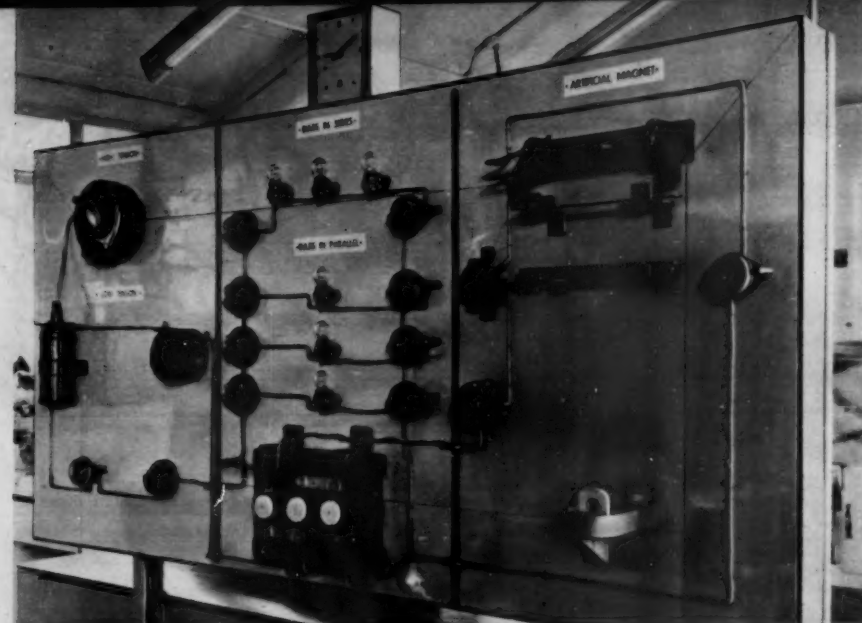


SIMPLIFIED ELECTRICS

Visual Layout that Renders
Car Wiring Intelligible

BY far the most difficult part of the car's mechanism is the electrical system, because it embraces so many different electrical principles and because faults in it are rarely visible or audible. Moreover, the eye does not readily comprehend the average wiring diagram, nor does it make much of the wiring system on the car itself. In this respect the illustrations on this page should be of great assistance. They comprise a photograph of the electrical tuition board at the service school of Fords of Dagenham, along with a circuit diagram of the board.

First, the board should be studied. The source of supply is the six-volt battery at the bottom of the central panel and the central panel itself is occupied by a lighting circuit made up of bulbs in series and in parallel. By tracing each circuit individually from one battery pole to the other it will be seen that the three bulbs in series occupy one circuit, but that the bulbs in parallel each have a circuit of their own, incorporating switch and ammeter. It is not possible to interpose bulbs in the circuit regardless of other considerations. If they are in series,



This instruction board used in the Ford service school reduces the electrical system of the car to three basic circuits. In this way it enables the beginner in electrical matters to get a grasp of the fundamentals. Below is the wiring diagram of the board, and details of the circuits can be followed with the aid of the notes on this page.

then each one will cause a lessening of the current that flows through them all; if they are in parallel, then current is dissipated through many different paths. On the board an ammeter for each circuit permits the student to see how the current varies as the circuits are switched in and out.

The significant difference between series and parallel wiring for lighting is that if one bulb in a series circuit is removed then the light is extinguished from all the bulbs in that circuit; if a bulb is removed from a parallel circuit it makes no difference to the rest of the bulbs.

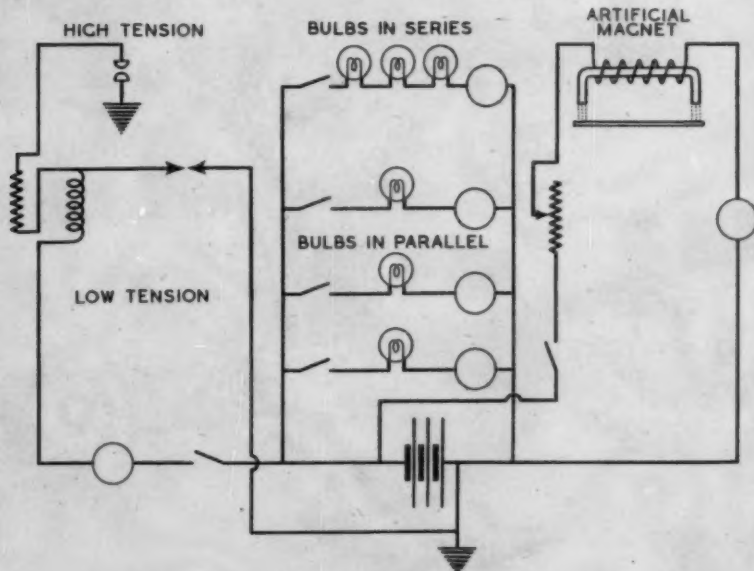
The left-hand panel is occupied by the ignition circuit. Again, the path of the current may be traced from one battery pole to the other. It flows through the switch and the ammeter, and then into the primary windings of the coil, to return via the make-and-break switch of the contact-breaker to the earthed pole of the battery. The make and break of the circuit is

mechanically achieved, as on the car itself, by the distributor drive, a cam thereon opening and closing the circuit. Inside the coil the magnetic field grows and collapses round the primary winding with each impulse and induces a much higher voltage in the secondary windings. The lead from these goes from the high-tension terminal on top of the coil and current flows through the lead up to the lens at the top of the panel, behind which is a sparking plug with the normal earth connection through its body, the spark at the points of which can be watched.

Solenoid Applications

On the right is illustrated the solenoid principle, widely used in starter circuits, in the starter itself, for Trafficator operation, and for the operation of many auxiliary controls in the more elaborate cars. Current flows from the battery pole through the switch and thence through a rheostat on the left-hand side of the right-hand panel. Thereafter it enters the solenoid winding, to return to the battery through the ammeter. The solenoid consists merely of a coil of wire round a soft iron core. In the Ford example the ends are bent downwards towards the brackets carrying the steel strip. When current flows, the core becomes magnetized and the steel strip is lifted from the brackets to be held by the poles of the magnet. As the current flow is increased by the variation of the rheostat the magnet will hold a still bulkier strip. In the small tray at the foot of the panel is a permanent magnet for comparative purposes.

But where in all this is the dynamo? one might ask. In studying basic circuit principles it is best to regard the dynamo as a mere substitute for the battery, automatically interposed when the car has reached a certain speed. Its extra function of charging the battery is then accorded the incidental value that it merits.





The contours of the Volkswagen are a contributory factor to its economy. The wheel diameter, while on the large side by present-day standards for the size of the car, does not detract from the appearance. Engine cooling air is drawn in through the grille below the rear window. The rear bumper is positioned so as to allow clearance for the engine cover to open. Guttering extends above the windows and a plated strip embellishes the side and door panels.

The Autocar ROAD TESTS

No. 1526:

VOLKSWAGEN DE LUXE SALOON

FROM the time of its inception the Volkswagen has been a source of interest. The unique way in which it was first produced aroused notice throughout the world and now, several years after the war, the colossal new factory at Wolfsburg in Western Germany has a production rate which ranks amongst the world's first half-dozen. The basic design (a description of the latest model appears in this

The horn is mounted behind one of the small oval grilles adjacent to the head lamps, the other grille being a dummy to match. The front compartment lid, although large in area and not spring balanced, is light to lift, and is held open by a self-locking strut.



issue), has changed but little since the car was introduced.

The new de luxe version now available in Great Britain closely resembles its predecessors in appearance and specification and it is only when a closer examination takes place that modifications are noticed—an indication that the original design was right from the start. From considerable experience with the car during the Road Test and, recently, with an earlier example that had covered an appreciable mileage, this becomes emphasized, also that it is a car which has considerable virtues, above the average, in a number of important respects.

The chassis-body layout consists of a pressed steel backbone in the centre of a steel floor on which the body is mounted. The air-cooled, o.h.v., horizontally opposed four-cylinder engine is placed behind the rear wheels and the drive is transmitted through a four-speed synchromesh gear box and swing axles. There is all-round independent suspension by torsion bars front and rear, that at the front being by trailing links.

Engine modifications have been made recently and the cubic capacity increased from 1,131 to 1,192 c.c., the b.h.p. being raised to 30 at 3,400 r.p.m. A very notable feature of the engine is its ability to cruise at what is indeed the car's maximum speed. A light weight, high top gear and good body shape, all added to a relatively low piston speed, combine to give a very good petrol consumption. It is of interest that an identical overall fuel consumption figure was obtained, over a different route, with the older example of the Volkswagen previously mentioned.

The air cooling of the engine is controlled by a thermostatically operated shutter at the entry to the fan housing,



The luggage space behind the rear seat is lined with a durable fabric and has two rubbing strips to reduce wear.

ROAD TEST continued

and an engine oil cooler is placed in the air stream to ensure that high oil temperatures do not develop if the car is driven fast for long distances without stopping. Obvious advantages of the air-cooled engine are freedom from danger of freezing up and the fact that one can drive off from cold as soon as the engine fires. The car tested stood in the open overnight in severe frost conditions and there was always a quick response to the starter switch, except on one or two occasions when the carburettor had been flooded by the accelerator pump.

The Volkswagen grows on one and its liking for covering the ground at a quite high average speed is remarkable. Away from built-up areas the car gets into its stride and has what might be described as a long, swinging gait on undulating roads, which is quite fascinating. Reasonable absence of noise from the rear engine adds to the impression of ease of motion and, on one occasion when travelling fast downhill, a reading of 80 was seen on the speedometer, indicating a true speed in the region of 75 m.p.h.; the sound of the wind covered any noises which may have been coming from the engine compartment. It is the very fine, high top gear which is the root of the success of the car. The engine will pull away in this indirect, geared up top from about 18 m.p.h. and accelerate smoothly; but the gear change is so simple and easy that the driver usually finds that he is, by force of habit, in third gear at this speed and then accelerates to better advantage, changing into top when over the brow of the hill or past the overtaken vehicle.

There is something pleasantly deceptive about the manner in which the Volkswagen cruises along at whatever speed within its range the driver wishes. On some occasions it is as fast in third gear as it is in top, being reminiscent of a well-known vintage car in this characteristic. A strong wind

was blowing when the performance figures were taken and the fastest run of 69 m.p.h. was obtained in top with a following wind. In the opposite direction 57 m.p.h. was the best obtainable under these particular conditions, and this in third, as no advantage was gained by changing up.

Average speeds of over 44 m.p.h. can be achieved for journeys through undulating country and, while taking full advantage of the performance, accelerating hard and use in traffic, a fuel consumption figure of over 34 m.p.g. was recorded for some 400 miles. In contrast, when keeping the speed below 40 m.p.h., 41 miles were covered on one gallon over a fairly flat route. Again an advantage of the high top gear is shown, and it must also mean a decrease in

the rate of engine wear. The car will climb a 1 in 6 hill on second gear, making a comfortable, easy climb and, with a fast approach run, a main road gradient with an average of 1 in 11 and an awkward approach was tackled in third gear at 30 m.p.h. Traction on muddy ground is very good.

The riding and cornering abilities form part of the fascination of the Volkswagen. The fact of the greater part of the weight being concentrated at the back produces considerable oversteer qualities and, until the driver has become fully acquainted with the handling, it is not possible to appreciate fully what the car is capable of. An open, sweeping turn was entered quite fast in third speed with the weight at the back trying to pull the car round. After several experiments it was found that the Volkswagen could be taken round this sample corner at about 50 m.p.h. without the driver frightening himself.

Although bred and born in the land of *autobahnen*, the Volkswagen likes being taken round bends fast once the driver has mastered the technique, steering by the throttle rather than by the front wheels. On two familiar sections of road, both consisting of swerving corners, different drivers gained confidence after a short time, using the same methods as applied to a sharp bend, that is, "steering with the rear wheels." Such remarks apply to fast driving in such a way as to get the most out of the car, with a technique that the enthusiastic driver likes to study—allowing the tail of the car to swing it round the bend with but little movement of the steering wheel; the ordinary driver of a Volkswagen, at ordinary speeds of cornering, need not concern himself with such thoughts! The tyres produce no squeal, as all four are sharing the drift angle equally, instead of the front (as with an understeering car) doing all the drifting.

In fast driving on main roads the best cornering method

One of the hot-air outlets for heating purposes is seen next to the pedals. There is a map pocket in the right-hand door and an arm rest is provided on the left door for the front passenger. There are pivoting ventilating windows in addition to the drop windows in the doors.

The interior layout and finish are exceedingly neat and businesslike. The back rests of both front seats fold forward to allow access to the rear seat, below which, on the right-hand side of the car, is the battery. The floor is covered throughout with serviceable heavy quality rubber matting.



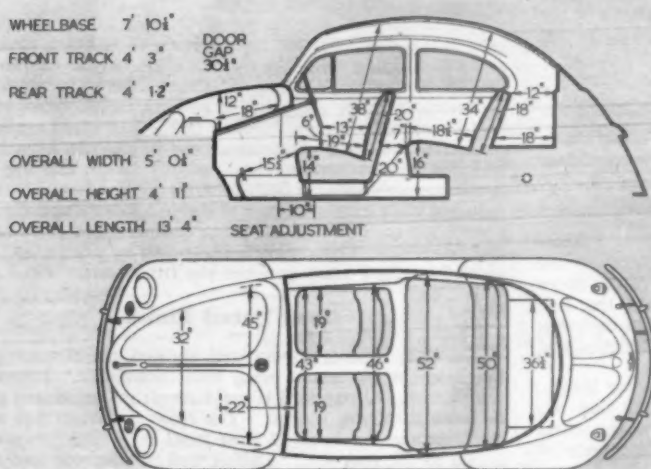
was found to be to use just a small throttle opening and not to drive round hard as is done when the weight is more evenly balanced or concentrated at the front. In corners such as roundabout islands the back will swing out only under a combination of enthusiastic driving and a wet surface. In some circumstances a little more castor action would be appreciated. At or towards maximum speed on a level open road with a side wind blowing the front of the car wandered very slightly when carrying the driver only. With three occupants this effect was not noticeable. The steering lock is sufficient to allow the car to be manoeuvred and parked in a space a little greater than its own length between other vehicles.

The all-independent torsion bar suspension is firm, and passengers do not roll about when the car is cornered quickly. Any wheel movement is quickly checked and all four wheels remain in contact with the ground. The com-

paratively short wheelbase produces no pitching and rough trials ground and unmade surfaces can be taken fast.

In addition to the effortless cruising which is made possible, the extraordinary simplicity of the gear change causes the Volkswagen to be a car to be remembered. With good synchromesh on second, third and top, and a firm and yet lightly moving lever the speed of changing gear depends entirely on how fast the driver can move the lever. In conjunction with a normal depression of the clutch pedal the lever can be moved without noise or any indication that another gear has been engaged. It is undoubtedly one of the quickest and most pleasant gear changes in existence today. It is also possible to change gear without using the clutch, both up and down, by regulating the throttle opening accordingly. The gear lever is of the right length and comes to hand without one's having to reach for it. At times reverse was a little difficult to engage and in the forward speeds there

VOLKSWAGEN DE LUXE SALOON



Measurements in these 1/2 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds.

M.P.H.	3.61	5.41	8.27	15.84
	to 1	to 1	to 1	to 1
10-30	10.8	6.6
20-40	..	20.4	10.5	8.9
30-50	..	22.5	13.5	..

From rest through gears to:

M.P.H.	sec
30	.. 7.5
50	.. 22.2

Standing quarter mile, 24.2 sec.

SPEED ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	.. (mean) 62.5	100.6
	.. (best) 69	111.0
3rd	.. 55-65	89-105
2nd	.. 34-43	55-69
1st	.. 14-24	23-39

TRACTION RESISTANCE: 40 lb per ton at 10 M.P.H.

TRACTION EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	.. 110	1 in 20.3
Third	.. 210	1 in 10.6
Second	.. 340	1 in 6.5

BRAKES:

Efficiency	Pedal Pressure (lb)
89 per cent	75
85 per cent	65
51 per cent	50

FUEL CONSUMPTION:

34.3 m.p.g. overall for 412 miles. (8.2 litres per 100 km.)
Approximate normal range 34-41 m.p.g. (8.3-6.9 litres per 100 km.)
Fuel, First grade.

WEATHER: Dry, strong wind.

Air temperature, 43 deg. F.
Acceleration figures are the means of several runs in opposite directions.
Traction effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of March 19, 1954.

DATA

PRICE (basic), with saloon body, £486.
British purchase tax, £203 12s 6d.
Total (in Great Britain), £689 12s 6d.
Extras: Radio £42.

ENGINE: Capacity: 1,192 c.c. (72.74 cu in).
Number of cylinders: 4.

Bore and stroke: 77 x 64 mm (3.031 x 2.52 in).

Valve gear: Overhead; pushrods and rockers.
Compression ratio: 6.1 to 1.

B.H.P.: 30 at 3,400 r.p.m. (B.H.P. per ton laden 33.6).

Torque: 56 lb ft at 2,000 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 20.

WEIGHT: (with 5 gals fuel), 14 1/2 cwt (1,631 lb).

Weight distribution (per cent): F, 42; R, 58.

Laden as tested: 17 1/2 cwt (2,000 lb).

Lb per c.c. (laden): 1.6.

BRAKES: Type: F, Leading and trailing shoe; R, Leading and trailing shoe.

Method of operation: F, Hydraulic; R, Hydraulic.

Drum dimensions: F, 9 in diameter; 1.2 in wide. R, 9 in diameter; 1.2 in wide.

Lining area: F, 40.3 sq in. R, 40.3 sq in (92.7 sq in per ton laden).

TYRES: 5.60-15 in.

Pressures (lb per sq in): F, 17; R, 20 (normal). F, 17; R, 23 (fully laden).

TANK CAPACITY: 8.8 Imperial gallons.
Oil sump, 4.4 pints.

TURNING CIRCLE: 36 ft (L and R).

Steering wheel turns (lock to lock): 2 1/4.

DIMENSIONS: Wheelbase: 7 ft 10 1/2 in.

Track: F, 4 ft 3 in; R, 4 ft 1.2 in.

Length (overall): 13 ft 4 in.

Height: 4 ft 11 in.

Width: 5 ft 0 1/2 in.

Ground clearance: 6.8 in.

Frontal area: 24.7 sq ft (approximately).

ELECTRICAL SYSTEM: 6-volt; 70

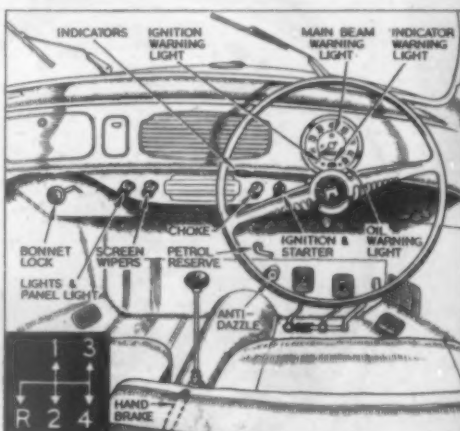
ampere-hour battery.

Head lights: Double dip; 36-36 watt bulbs.

SUSPENSION: Front, Independent;

laminated torsion bars and trailing links.

Rear, Independent; torsion bars and swing axles.



SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	75
True speed	12	20	29	37	46	55	65	69

ROAD TEST continued

was some gear noise; there is a positive stop against the unintentional engagement of reverse, the lever having first to be moved against a spring in neutral.

During the actual performance testing some very high efficiency braking figures were obtained, 89 per cent being recorded with a brake pedal pressure of 75 lb; any pressure above this locked the wheels. It was possible to apply the brakes hard at 65 m.p.h. without deviating from a straight line and when this was repeated several times there was no sign of brake fade or unevenness. The proportion of the total weight at the back of the car has the effect of keeping the rear wheels on the ground under hard braking and the nose does not dig in to the extent it would otherwise do. For normal running and in traffic a slight pressure on the pedal is sufficient to slow the car. Towards the end of the Road Test, which on this latest model extended over six hundred miles, one driver of the test team commented that there seemed to be a slight suggestion of brake efficiency loss unless fairly high pedal pressure was used. However, there was no snatch and no need for immediate adjustment of the brakes. The hand brake is operated by a conveniently placed pull-up lever mounted between the separate front seats.

Driving Position

Visibility from the driving seat is marred to some extent by the way in which the corners of the roof are merged into the windscreen pillars, causing a definite blind spot on some occasions. Apart from this the driver has a good view through the screen and the mirror is well positioned for seeing overtaking vehicles. The steeply sloping front enables children and animals to be seen close up to the car. A tall driver finds his eye line on a level with the top of the doors and he has to peer below them to see out of the side windows. The driving position is good, the seat has sufficient fore and aft adjustment to suit most leg and arm lengths, and the seat back gives support where needed.

The steering column, which is not adjustable for length, is well raked and the wheel is of convenient size and rim shape. The roller throttle pedal is placed close to the wheel arch and the driver's foot tends to rub the lining; anyone with big feet might find this rather tiresome. There is room for the left foot away from the clutch pedal and the foot-operated dip switch is well placed.

Control switches and instruments are kept to an essential minimum and the fascia is plain by some standards. As a refreshing change from what is noticed in some cars, there is no reflection in the windscreen from pieces of unwanted chromium. The driving and panel lights are controlled by one pull and push switch incorporating a rheostat for the panel light, operated by turning the head and side lights switch. Efficient twin self-parking windscreen wipers are fitted; the only other control button on the fascia is for the choke. The speedometer is easily read and has a total mileage recorder but no trip mechanism. Semaphore traffic

The engine compartment lid is spring balanced and allows ample room to reach the unit. The cooling fan forces air round the cylinders via the duct which encloses them and the fan. A breather pipe is combined with the oil filler cap.



Seen through the centre of the spare wheel is the brake fluid reservoir, and on the right, in the photograph, is a fuse box. There is space behind the petrol tank for small articles and the tool kit.

indicators are operated by a non-self-cancelling finger lever mounted on the steering column.

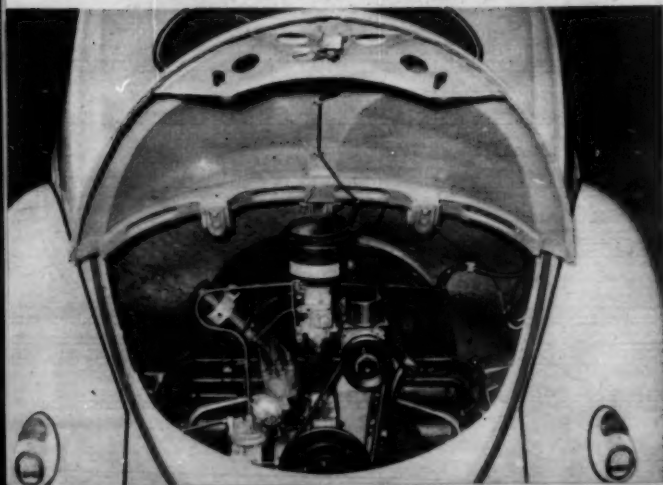
Judged by what is expected of Continental standards the head lamps are disappointing. The range of beam could be more in keeping with the performance of the car and in the dipped position the cut-off is very severe. It was found necessary on many occasions to go back to full beam in the face of oncoming traffic because of the suspected cyclist or pedestrian. On the other hand, the single-note horn has a usefully penetrating but not raucous tone. Heating and demisting equipment is built-in, hot air being forced through a duct at each bottom corner of the windscreen and through a grille on each side of the front compartment close to the occupants' feet. The supply is controlled by a large, instantly accessible screw knob between the front seats.

Good Detail Finish

The body interior is very well finished, the absence of all but seven screw heads being most noticeable. Below the scuttle, too, the standard is maintained; no unpainted metal or loose trimming is seen. The front passenger has a left arm rest and the backs of both front seats fold forward for access to the rear seat. This is well upholstered and comfortable, but leg room is limited. All the seats are covered with thick synthetic leather. The back of the rear seat folds forward to allow luggage to be placed behind it. Some positive form of lock is required for this back rest as, with the seat unoccupied, it falls forward under heavy braking and luggage becomes disturbed. Provision for fixing luggage straps would be an advantage.

Small items of luggage may be carried in the front of the car, where the petrol tank with its excellent large filler is located. This compartment has a fibreboard lining which is quickly detachable; with it removed, the back of the fascia with fuses, light switches, windscreen wiper motor and so forth can be reached for maintenance. The engine compartment lid has a strong spring-loaded lock and the sharp edge of the number plate is too close to the handle. With the lid open, all auxiliaries can be easily reached. An oil bath air cleaner is fitted to the carburettor. With the latest engine, closer valve tappet clearances than formerly are possible, thus leading to quieter running. The tappets are adjusted from underneath the car; no starting handle is provided.

The de luxe Volkswagen gives the impression of being very well built for a quantity-produced popular car. The sealing of the doors is very effective, a firm push or hard slam being required to close them. An ingenious hand-operated jack fits into a socket on either side of the car and works by a metal collar gripping the smooth steel pillar of the jack. By reversing the operating lever the car can be lowered in one movement. The ignition key-cum-starter switch is another point of interest on this latest edition. The petrol tank holds a reserve of just over one gallon, which is brought into use by a convenient tap, with which is combined a filter, reached from the driving compartment; there is no fuel gauge. The interior light comes on when the doors are opened and has a separate switch for use when the doors are closed.





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For 1954 three models are presented—the "Sixty" (4-cyl. 2-litre), the already famous "Seventy-Five", and the "Ninety" (6-cyl. 2½-litre). Progress in design is exemplified by a number of improvements common to all three cars, including synchromesh on second, third and top gears, and a new central gear change. Rubber bushes and sealed bearings virtually eliminate grease-gun service.



Exhaust valves made of XB steel, faced with "Brighteray", and the provision of "Brimo-chrome" valve seat inserts increase resistance to burning, pitting and corrosion. This unusual and valuable feature ensures extra long life to the valves and saves maintenance costs.

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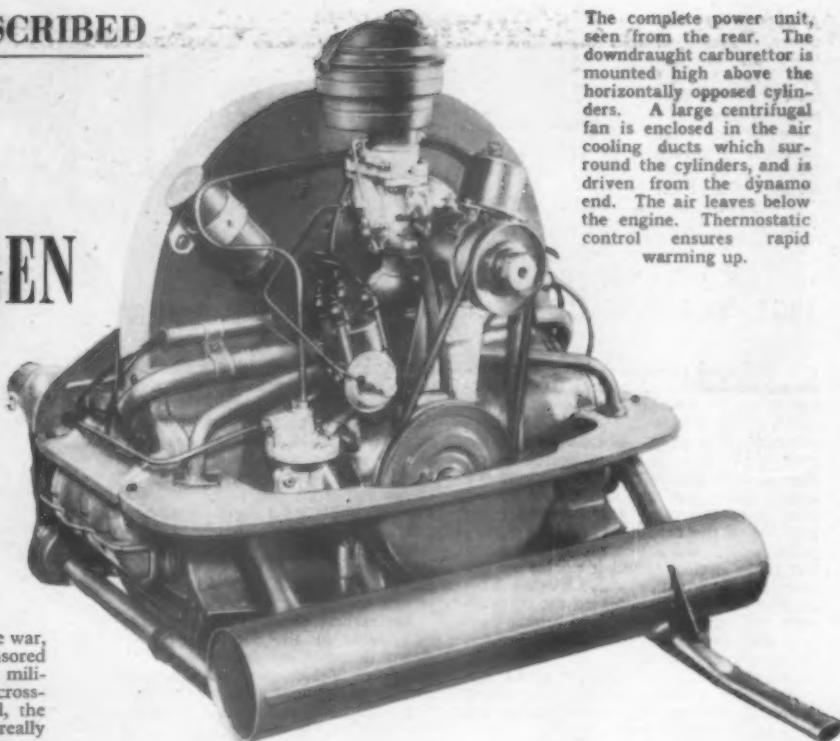
1954 VOLKSWAGEN

ENGINE SIZE

INCREASED : NEW

CYLINDER HEADS :

MORE POWER



The complete power unit, seen from the rear. The downdraught carburettor is mounted high above the horizontally opposed cylinders. A large centrifugal fan is enclosed in the air cooling ducts which surround the cylinders, and is driven from the dynamo end. The air leaves below the engine. Thermostatic control ensures rapid warming up.

SINCE its introduction before the war, then as a German State-sponsored "people's car" with possible military requirements of simplicity and cross-country ability very much in mind, the Volkswagen has undergone little really basic change, although it has grown a De Luxe version and is in very large-scale production in Germany as a car for world markets. The car is based on a welded steel channel backbone, in alliance with a steel floor or underpan, on which the steel body is mounted with interposed rubber. The backbone is forked at the rear, where it carries the horizontally opposed four-cylinder air-cooled engine, with a forward-pointing four-speed gear box. Swinging half-axles are driven from the rear end of the gear box, so the engine is behind the rear wheels and the gear box abreast of them.

The rear wheels are independently mounted on trailing links permitting twist as the half-axes swing up, and the front anchorage of the links is to transverse torsion bars. The front suspension is by pairs of upper and lower trailing links, also anchored to laminated torsion bars, and the wheels rise and fall with a constant track and camber, unlike those at the rear. This layout has an inherent oversteering tendency.

The Volkswagen is considerably

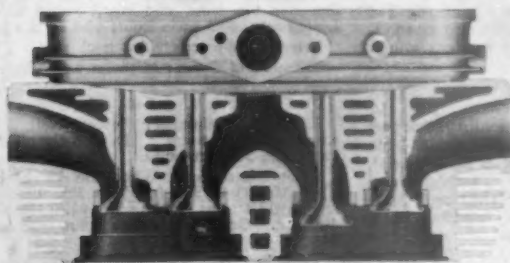
heavier at the rear than at the front, and is in most respects quite different from orthodox cars. The steel body has a low floor, above which the backbone rises as a tunnel in which the gear change linkage and other controls are located, above the bottom of the car and out of harm's way if the car goes aground amidships.

A number of modifications to the engine have been made for 1954, the most important of which are a slightly increased capacity, altered lubrication and cooling arrangements, and a higher compression ratio of 6.1 to 1 instead of 5.8 to 1. The power output is raised from 25 to 30 b.h.p., but 74 octane petrol (non-premium in Britain) remains suitable, the new compression ratio being still modest. The bore is now 77 instead of 75 mm, the stroke being 65 mm as before. The capacity is thus increased from 1,131 c.c. to 1,192 c.c.

The inlet valve ports of the o.h.v. engine have been smoothed, and the valve

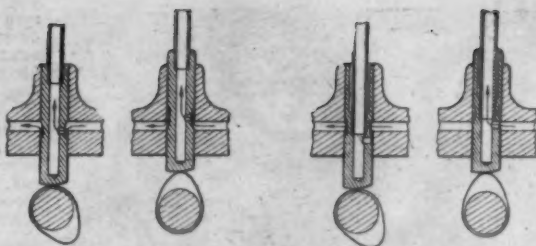
heads are bigger at 30 mm instead of 28 mm. The pot-shaped combustion chamber formerly had something of a masking effect on the valves: now the walls of the pot have been bulged out to give a readier flow of gas past the inlet and exhaust valve heads. In addition, the cylinder head cooling fins have been increased to give more cooling of the region between the valves and around the plugs, and also of the cylinder walls, which is an extra factor to the increased breathing capacity of the engine. The 28 PCI Solex carburettor has been reset, to suit both these changes and also an ignition change, for the distributor now has a vacuum advance in addition to the centrifugal advance. The former provides extra advance at part throttle, but not at full throttle, permitting the use of a lean mixture at cruising speeds.

The light metal push rods are less cooled by oil than before, so they expand more in sympathy with the engine cast-



The previous cylinder head (left), showing some masking of the valves by the walls of the combustion chamber; the new head (right), which has recessed walls, gives the gases a freer passage past the valve heads. The ports give a straighter passage, too. Much deeper cooling fins and openings are used on the new head.

A wide groove formerly permitted (left) oil to pass both round and up the hollow tappet, whatever its position. A narrower groove (right) now gives an intermittent oil feed.



1954 VOLKSWAGEN continued

ing, and cold clearances have been reduced by 0.004in inlet and 0.006in exhaust. This reduces tappet noise and wear. The means adopted is an intermittent oil supply. Formerly, a wide groove round each tappet permitted oil flow from a gallery to pass continuously round the tappet and also up its hollow interior to the valve gear, whatever the position of the tappet. Now, the groove is narrower. Oil passes round only when the valve is closed, and it passes up the interior only when the valve is open. This change has slightly increased the oil pressure and supply to the lead-bronze big-end and the main crankshaft bearings. Balance tolerances of the crankshaft, flywheel and clutch have been reduced, and pistons and connecting rods have closer weight tolerances. The intake valves are of a more wear-resistant metal.

No Running-in

It is a remarkable thing in the latest version of this popular car that the makers do not request any running-in procedure by the owner, the maximum in top and the normal recommended speeds in the indirect gears being usable right from the beginning, although he is asked not to race the engine or labour it heavily. At the works every engine is run for twenty minutes for test and final adjustment, while an exterior oil supply flushes it out thoroughly. A certain proportion of engines is picked out and put on a test bench. It must be remembered that this concession reflects not only care in the manufacture, matching and running-in of surfaces, but also the facts that the Volkswagen is light and very high geared, so that high r.p.m. are not involved. Even at maximum speed piston speed is very low, and the power curve peaks at only 3,400 r.p.m., corresponding to 68 m.p.h.

There are other engine and chassis modifications. An oil bath air cleaner is fitted to all models, and the intake manifold has more generous pre-heating for the warming-up period, there being a jacket connecting exhaust and intake manifolds and concentrating the heat on

the latter just below the carburettor. A narrower and longer-lasting fan belt is fitted, and the fan blows air round the ducted engine cooling system at a maximum rate of 18 cu ft a second. The airflow is thermostatically controlled for rapid warming up after starting. An oil cooler fed from the sump projects into the air circulation system. Dynamo output has been increased from 22 to 27 amps, the system being 6-volt. In the hydraulic brakes fitted to the De Luxe there has been a repositioning of the return springs.

No styling changes are made to the bodywork, in the interests of slowing down depreciation for owners, but the De Luxe Volkswagen, in finish and interior appointments, has come a long way since the plain and austere original post-war civilian VW was introduced. It has thick synthetic leather upholstery and interior trimming. A 1954 change is to slightly thinner front and rear seat back rests, to save 2½ in and increase rear passenger knee room, and the front seat back rests are more inclined. Foamed rubber padding is used round the edges of cushions and back rests, to cradle and locate the occupants. There is heavy, plain rubber carpet on the floor, between which and the doors is hair carpet, also used over the central tunnel and in other places. An unusual feature of the interior is an almost entire absence of visible screwheads and other fastenings.

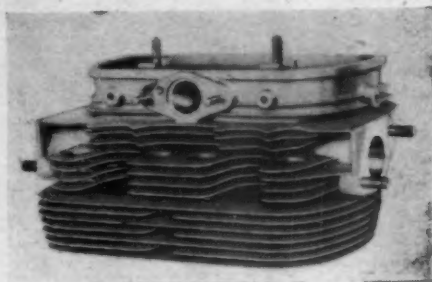
The fascia is very plain. On the left is a small glove locker and a folding ash-tray, in the centre is a grille for a possible radio, and on the right is the one instrument, a speedometer and mileage recorder, these being calibrated in miles in the right-hand drive models for Britain. A combined control for the lights and rheostatically regulated instrument lighting is new. Tell-tale lights for the traffic signals, oil pressure, and main head lamp beam are incorporated in the speedometer dial. There is a 1-gallon petrol reserve.

One key now serves both ignition and door locks. The roof lamp of the De Luxe lights when the doors are opened. There are new multi-ply tandem wind-

screen wiper blades and, to avoid reflection, they have a dull metallic finish. The bodywork has an exterior finish of synthetic resin.

A feature of the car is the simple built-in interior heating system, which takes hot air from the engine cooling ducts, the control being a plastic knob between the front seats. The ducting has been altered, and there is now an outlet at each side of the scuttle, near the occupants' feet, and demisting and defrosting ducts at each bottom corner of the windscreen.

The standard model has mechanical instead of hydraulic brakes, and it does not have the synchromesh on top, second and third of the De Luxe. The interior trim is basically the same, but some of the refinements of the De Luxe are omitted. The convertible model is not at present being imported into Great Britain. It is mechanically similar to the De Luxe. Both front and rear windows of the Karmann coachwork wind down, and there is a padded hood which, when lowered, is not concealed, but stands out in the traditional manner of the German "cabriolet."



The new cylinder head, showing the increased cooling fin area.

SPECIFICATION

Engine: 4 cyl, horizontally opposed in pairs, 77 x 64 mm (1,192 c.c.). Compression ratio 6.1 to 1. Overhead valves operated by push rods. Ducted air cooling of cylinders and sump oil with thermostatic control. 30 b.h.p. at 3,400 r.p.m. Maximum torque 56 ft lb at 2,000 r.p.m.

Transmission: 4 speeds. Overall ratios (De Luxe): Top 3.61 (overdrive), third 5.41, second 8.27 and first 15.84 to 1. Reverse 20.37 to 1. Synchromesh on top, third and second. Standard: Top 3.52, third 5.5, second 9.1, first 15.84 to 1, reverse 29.04 to 1. No synchromesh. Helical pinion and ring gear, swing axles. Bevel differential.

Suspension: Independent, torsion bars; single trailing links at rear; twin links at front. Telescopic dampers.

Brakes: Hydraulic on De Luxe and convertible; mechanical on standard. Drum diameter 9in front and rear; width 1.2in. Lining area, 40.3 sq in front; 40.3 sq in rear.

Steering: Worm; divided track rod.

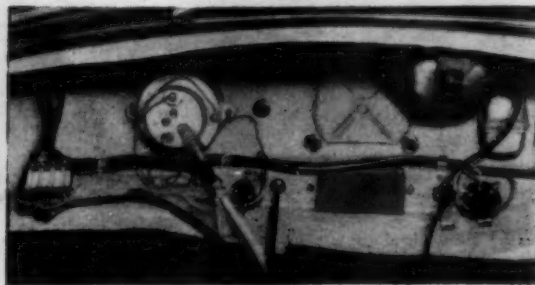
Wheels and Tyres: Michelin 5.60-15in on steel disc wheels.

Fuel System: 8.8-gallon tank.

Electrical Equipment: Bosch 6-volt. 70 ampere-hour battery. Double-dip head lamps; 36-36 watt bulbs.

Main Dimensions: Wheelbase 7ft 10½in. Track (front) 4ft 3in; (rear) 4ft 2in. Overall length 13ft 4in; width 5ft 0½in; height 4ft 11in. Ground clearance 6.8in. Weight 14½cwt.

Price in Great Britain: De Luxe saloon, £486, plus £203 12s 6d purchase tax. Total £689 12s 6d. Standard, £422 10s, plus £177 3s 4d purchase tax. Total £599 13s 4d. De Luxe Sun Roof saloon, £518, plus £216 19s 2d purchase tax. Total £734 19s 2d.



By folding back part of the under-bonnet trim material, the instruments, switches and fuses are exposed in a most accessible way. The fascia panel and the bulkhead are pressed from the same sheet of steel.

R.A.C. RALLY OF GT. BRITAIN



GENERAL CLASSIFICATION

1st TRIUMPH J. C. Wallwork

2nd TRIUMPH P. G. Cooper 3rd FORD T. C. Harrison

LADIES' AWARD

TRIUMPH Miss M. Walker

CLASS 4 1st FORD T. C. Harrison CLASS 6 1st M. G. A. Williams

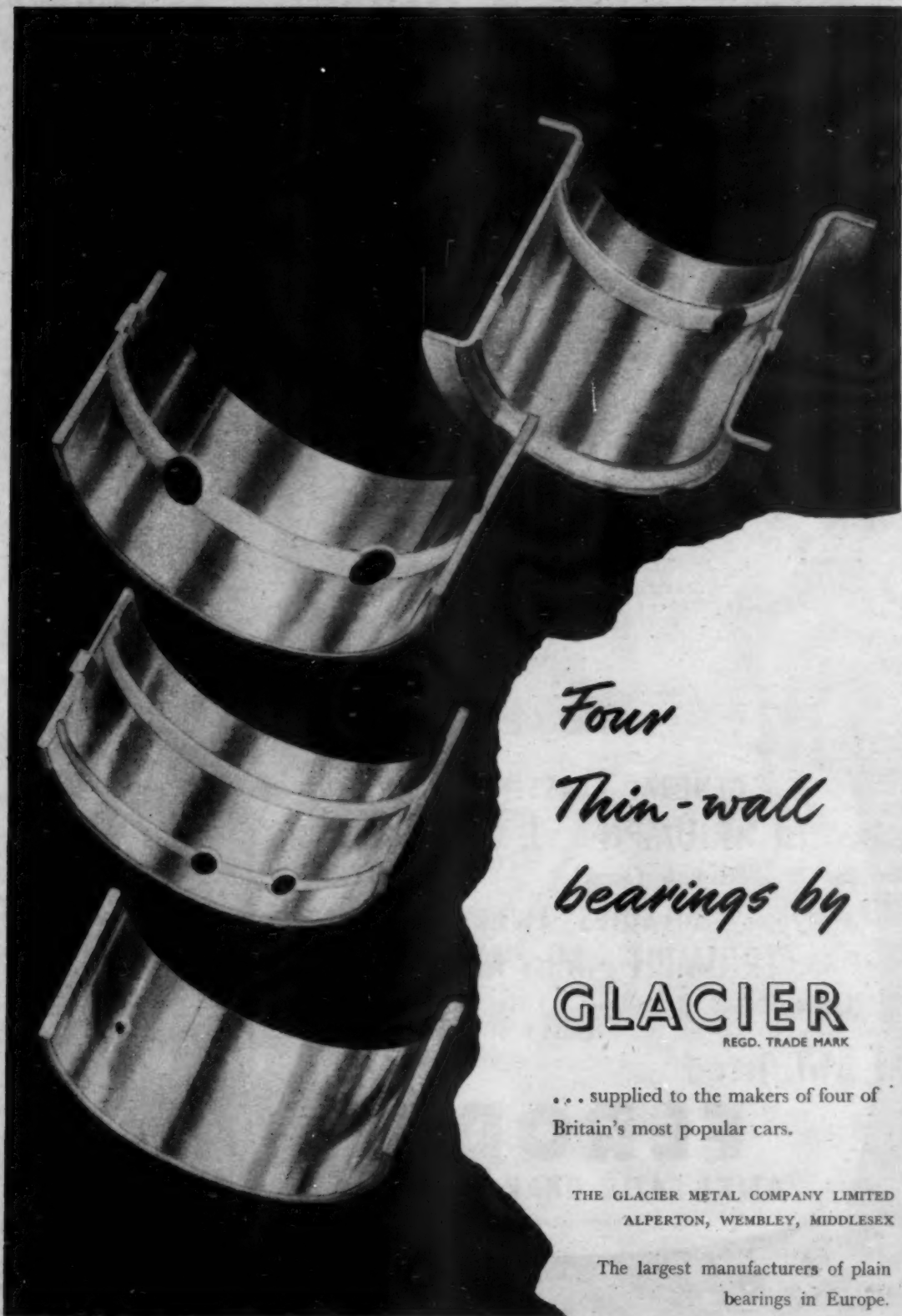
CLASS 7 1st TRIUMPH J. C. Wallwork

All fitted

FERODO

ANTI-FADE BRAKE LININGS

(Results subject to official confirmation)

A black and white photograph showing four thin-wall bearings arranged in a vertical stack, slightly offset to the left. The bearings are cylindrical with a thin wall and have several small holes along their length. They are set against a dark, irregular background that resembles a torn piece of paper.

*Four
Thin-wall
bearings by*

GLACIER
REGD. TRADE MARK

... supplied to the makers of four of
Britain's most popular cars.

THE GLACIER METAL COMPANY LIMITED
ALPERTON, WEMBLEY, MIDDLESEX

The largest manufacturers of plain
bearings in Europe.

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Breathing

FOLLOWING John Cooper's article on the 1954 Grand Prix formula (February 19), I was discussing the tremendous increase in power outputs with a tame engineer (they *do* exist). He said that a good case could be made out for the improvement of breathing as the true source of the increased power outputs of today. Back in the happy-go-lucky days between the wars not a great deal of work was done on the subject, and, in fact, its importance was not sufficiently recognized. Ricardo was a pioneer in investigating the problems of aspiration, as he was in so many things concerning internal combustion engines, and the airflow rigs developed by such people as Lucas



Aspiration.

and Weslake over recent years have contributed much to knowledge of the subject, for they have been greatly improved of late years and have been much more widely used.

What is specially interesting about this subject is that the theoretical ideal layout for the inlet ports and manifold of a particular engine is not always the best in practice, and my informant recalled the intake side of the new 300 SL Mercedes-Benz, which is obviously efficient judged from the output figures but less obviously from its appearance. Another car that proved this point was the Alta-engined Cooper which Moss drove in last year's Grand Prix races. Its drawing-office intake layout, although giving a good result on the dynamometer, was found to need considerable modification in practice before the engine would live up to its promise. One can see the difficulty in this sort of research—the fact that it needs to be done under road and track conditions in order to get the peculiarities of the air flow and pressures around a moving car and beneath its bonnet.

Correction

WHAT has happened to Road Fund Licence discs this year? Many of those, including my own, which I have examined, clearly show 1953 under the deep blue band which is inflicted on us for 1954. Did the man

at the Ministry make an error, or are we using up some part of an over-generous order? On my own account I am not fussy as regards the details of appearance of my car, but I do rather resent having a messy-looking licence. Come to think of it, I also rather resent the messy licence holders which have to be stuck on the glass. The adhesive does not increase the elegance, even if it has been skilfully applied; where, as is usually the case, it has parted company with the glass at some time and been replaced by the average owner, the effect usually parallels the wall of the workhouse on Boxing morning.

♦ ♦ ♦

Devotion to Duty

THE story of a business acquaintance of mine is worth putting on record. His car had been serviced during the day, in the course of which the choke control had been disconnected. The service manager gave the mechanic who had done the job a lift home that night, and during the journey the mechanic recalled that the choke control had not been reconnected.

A telephone call to the businessman's home brought the information that he had gone to a dinner, with the car, at one of the big hotels in London, but the name of the hotel was unknown. Another call to a colleague of the businessman confirmed that the hotel was the Savoy. It was a cold night on which a start might well be impossible without the choke.

The businessman left the dinner at about 10.30 p.m. and walked round to the parking place in which he had left his car, to see a figure bending over the open bonnet. It proved to be the service manager, replacing the choke control; he had driven up to the Savoy and made a search of the parking places near that hotel until he had located the car in question. This seems to me to be a conscientious attention to the job that is all too rare nowadays and that deserves immortality by being recorded in these pages.

♦ ♦ ♦

Statistics

ONE of those "trip wire" pneumatic devices which record the passage of traffic has recently been installed in the little village of Durgates, in Sussex. With singular lack of foresight the authorities have chosen a stretch of road that passes close to the local school. With even less foresight they have left unlocked the door of the cast iron box that houses the recording dial. The result can be imagined. The children stand along the tube like migrating swallows on a telephone wire, jumping excitedly up

and down. Those with bicycles ride round and round in circles across the tube. Around the recorder gathers a ring of happy faces, watching the pointer's staccato but rapid rotation and shouting the score at the jumpers.



Jumping.

Those who are concerned with traffic figures will no doubt be very surprised to find that what they thought was a quiet country road is, in fact, one of the country's most crowded thoroughfares. One hopes that they will not decide to enlarge the village street to allow for this unexpectedly increased flow of traffic.

By Ear

IF the need for concentration on the road itself continues to increase at the present rate (it seems to go up disproportionately with the increase in traffic), I wonder if instrument makers will turn to sound instead of sight? Where there has been a deliberate simplification of visual instruments so that the driver is left with the red ignition warning light and the green oil warning light, only the speedometer calls for a deliberate look. But now suppose that the instrument maker decides to substitute sound wherever possible. In that case he can have a buzzer which will sound if the ignition is being provided by the battery, and another with a different audio-characteristic for oil pressure failure. The former might be a steady ticking, so that alarm was not spread during idling speed halts, and the latter the real note of dismay.

The speedometer presents a certain amount of difficulty, and here I think that the noise would have to be used in a supplementary manner. One might provide a switch that could excite a buzzer at all speeds above 30 m.p.h., so that the noise could be brought in at the beginning of a built-up area and silenced only by keeping the speed below the legal limit. Come to think of it, something along these lines might make sense, especially as attention to the road is additionally important in built-up areas. On some cars, an audible tell-tale is, in effect, in use for winking indicators, the steady tick-tick of which serves the purpose.



Looking towards Tolcarne across the harbour at Newlyn, in Cornwall. The little harbour in the foreground is believed to be Elizabethan in origin. The fish market, a scene of great activity and interest to tourists, can be seen beyond the wall of the house in the foreground.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

Dazzle

A Possible Solution?

[65495].—I am glad to note, in the pages of *The Autocar*, that the problem of head lamp glare is being given serious study in Britain. Statistics quoted by *The New York Times* revealed that head lamp glare was the greatest single cause of road accidents in the U.S.A. in 1950, while proving almost as deadly in 1951 and 1952.

Delayed recovery of sight following exposure to glare is one cause of temporary "blind driving" at night. Being one of those who suffer from poor night vision, I have given the matter much thought, and believe the scheme outlined below would solve the problem more effectively than the adoption of polarized head lamps, special vizors and so on.

This scheme would require the rear end of every road vehicle to be fitted with a fairly powerful lamp directed downward and rearward—at an oblique angle—towards the centre of the road. An electrical contact would cause this rear lamp to be switched on at night-time whenever the head lamps were cut off. Motorists would be required to turn off their head lamps when encountering approaching traffic; thus, meeting drivers would illuminate the road for each other while eliminating the glare of their respective head lamps. Each vehicle would be silhouetted against the light of its own rear beam—and to make it even more clearly visible, its sides could be indicated by strips of luminous metal or paint (the useless strips of chromium which decorate the bulbous sides of some modern cars would find their justification if applied to this purpose).

If this plan were adopted, the problem of glaring head lamps, which can temporarily blind a driver while causing dangerous black spots in which pedestrians or cyclists are sometimes obscured, would be eliminated at one blow.

It should not be difficult to incorporate this scheme into the Road Traffic Act. Given time, the electrical equipment manufacturers should be able to produce rear-beam lamps suitable for differing types of cars and lorries. Eventually, the motor industry could provide rear lamps on every type of vehicle as a matter of course. The cost, in the long run, would be less than the cost of accidents caused by head lamp glare, while the tension and weariness at present inseparable from night driving would be greatly reduced.

New York, U.S.A.

BRITISH MOTORIST IN U.S.A.

[There are two objections to this popular solution—dazzle to the rear affecting following cars, and the short interval during which meeting cars can usefully illuminate each other's road.—Ed.]

False Colours?

A Vintage Enigma

[65496].—One day recently, during my usual lunch-time stroll, I sighted a vintage limousine parked outside a South London store. The car was festooned with posters advertising a film and at first glance appeared to be a 37.2 h.p. Hispano Suiza; the first glance naturally was at the radiator, which, in the top left-hand corner, bore in plated metallic script "Hispano Suiza," and *un cinque volante* decorated the radiator cap.

As an Hispano owner I was naturally interested and examined the car more closely. A look in the driving compartment disclosed right-hand brake and gear levers close to the seat cushion, the gear lever in a brass gate bearing very large figures, 1, 2, 3, 4 and R. The rear springs were long, flat cantilevers and there were no front wheel brakes. As the bonnet was already un-

for the Aston Martin



**DAVID BROWN
recommend**



the
masterpiece
in oils

100,000 MILES WITHOUT A RE-BORE!

This hard driven newspaper van still gives 1,800 miles per gallon of oil!

**Wellworthy
Oil Control Rings Reduce
Oil Consumption Without
Increased Bore Wear**

The Duaflex oil control rings have recently been given a thorough practical test by the fleet of the "Birmingham Post and Mail". The results have been remarkable.

26 Vans Average 59,400 miles without re-bores

Since April 1948, twenty-six vans have been fitted with Duaflex rings and between them have completed 1,545,000 miles without a re-bore. One has exceeded 100,000 miles and five are close to the 90,000 mark. And that means a real saving.

This has been achieved with 48 sets of Duaflex rings—a considerable saving over the cost of re-bores which would normally have been required, quite apart from the time saved on servicing operations.



"Maintenance Costs greatly reduced"
SAYS 'BIRMINGHAM POST AND MAIL' TRANSPORT MANAGER

Mr. J. Jennings, responsible for the maintenance and servicing of the 'Post and Mail' fleet of more than 100 vans, is delighted with results obtained from Duaflex rings. "Newspaper delivery vans

are notoriously hard worked" he says "but Duaflex have stood up wonderfully to continuous stop-start driving and show a great saving in maintenance time and costs".

In the notoriously hard driving conditions imposed on newspaper vans these rings have proved themselves a vital factor in the economy of fleet operations.

What happens in your Engine

When your cylinders start to wear, oil is able to get between the piston and cylinder wall up into the combustion chamber. Result—the oil burns away and you spend far more than you should on topping-up. You also lose power and waste petrol because the plugs get oiled up and gases leak past the piston. The usual remedy is an expensive major overhaul—£40-£50 or so after 30,000 miles.

Duaflex rings will do the job for a fraction of the cost

Provided the engine wear is not too great, a set of Duaflex oil control rings will do the job equally well at a fraction of the cost and a re-bore can be indefinitely postponed. Duaflex rings are designed to take up cylinder wear by sealing the gap between the piston and cylinder wall. They are self-compensating and adjust themselves automatically to irregularities in the bore. What's more, they are designed to reduce wear on cylinder walls—and the rings themselves last longer too! Your local garage will give you full details and quote for fitting.

HOW DUAFLEX RINGS WORK

The principle of Duaflex rings is unique. They are designed to expand in two directions; vertically, to seal the rings in their grooves; and outwardly to press against the cylinder bore. In this way an oil and gas-tight seal is maintained between piston and cylinder wall.



SECTION THROUGH RING

Three Exclusive Features

The vertical sealing spring (1) seals the ring in its groove. The "Expander" (2) maintains an even outward pressure ensuring perfect contact with cylinder walls however worn or distorted the bore may have become. And the rails (3) are designed to 'wipe' oil from the cylinder walls and avoid scraping and consequent wear.

Chrome plated for longer life

Further protection for cylinders and rings is provided by chrome plating. The wear-resisting qualities of chromium plate and its resistance to corrosion means longer life for both cylinder bores and the rings themselves.

① THE VERTICAL SEALING SPRING



② THE EXPANDER



③ THE RAILS



**WELLWORTHY
DUAFLEX OIL CONTROL RINGS**

REDUCE OIL CONSUMPTION • INCREASE COMPRESSION • DEFER RE-BORES

Please write for literature to:

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CORRESPONDENCE

continued

fastened on the right side, I gently lifted it half-way and peered underneath. Imagine my surprise at seeing a large side-valve (all on one side) six-cylinder engine, cast in two blocks of three cylinders, and an aluminium steering box into which were cast the letters R.R., interlaced in the form we all know so well.

I do not pretend to know a great deal about the *marque*, but cannot find any record of an Hispano with cantilever rear springs, side-valve engine with valves all on one side, and the letters R.R. on the steering box. *Picture Post*, in its issue of August 15, 1953, describes this film Hispano as "a ramshackle, 30-year-old limousine." The car is not "ramshackle" and if it is only 30 years old it should have a monobloc overhead camshaft six-cylinder engine, three-speed gear box with gate forward of the right-side door, half-elliptic springs all round, and four-wheel brakes.

In my opinion this car is not an Hispano Suiza at all, but a Rolls-Royce Silver Ghost fitted with an Hispano radiator and bonnet, although why anybody should wish to pretend a Rolls is an Hispano, or vice versa, I cannot imagine, as each is a great car in its own right. In any case, as the location of the film is Italy, I should have thought an Italian car would have been more appropriate.

C. F. BATCOCK.

Sidcup, Kent.

Dipping Conversion

A Matter of Amperage

[65497].—On page 291 of *The Autocar* of February 26, you said in a reply to an enquiry received from S. M., of Huddersfield, that the current passing through the dip-switch when used for single dipping was 3 amps, whereas with a 42-watt bulb it is 3½ amps.

I cannot agree with this as on double dipping systems the current taken by both head lamps passes through the dip-switch, disregarding whether it is in the dip or main position. The current passing through the switch is, therefore, 6 or 7 amps respectively.

In a dip and switch system, the current taken by the bulb does not pass through the dip-switch, but only the current required to energize the solenoid.

London, N.W.2.

V. F. HUMPHRIES.

[Mr. Humphries has misread the reply, which specified amps per bulb and said that a difference of one amp (through the dip-switch) should not appreciably affect it.—Ed.]

Alarming Result of a Hot Dip-Switch

[65498].—In "Readers' Service" (*The Autocar*, February 26) S. M. asks about a hot dip-switch. I carried out a similar conversion two years ago and got the same result—a warm dip-switch on the steering wheel boss.

Two months ago—luckily on a road I know very well—both head lamps suddenly went out at 40 m.p.h. The incident was accompanied by a light blue flash and a peculiar smell. On examining the lamps I found all four filaments ruined. It was really the smell that helped me to trace the cause. On taking off the horn and plate I saw that a flat brass lead carrying the dip-switch current had fused. Since fitting a heavier brass lead in its place, I have had no further heating of the dip-switch.

I hope this letter will save S. M. and others a similar nasty experience and expense.

P. T. L. H.

Kilkelly, Eire.

Tuning an A.40

How One Owner Has Succeeded

[65499].—In reply to Mr. O. M. Rowden's request [65468] with regard to tuning an Austin A.40 may I say that he seems to have answered the questions himself? My own experience is with a 1951 GS.2 A.40 (old type cylinder head) and the modifications are noted below.

Polish the cylinder head, fit KE965 valves with double springs and lap in the valves with extra care; generally smooth out the ports and inlet manifold; fit a straight-through Servais silencer.

The result has been better all-round performance, greatly reduced fuel consumption, an indicated 60 m.p.h. in third gear and "off the clock" by some 10 m.p.h. in top gear, which is, probably, a genuine 75-80 m.p.h. The car has never been timed over a mile but now, after 57,000 miles, I am still able to get into Regent's Park, London, from here (98 miles) in two hours or under. Last April, in France, with 5.75 by 16in rear tyres and three passengers with their luggage (including a roof rack) we covered 154 miles in three hours non-stop.

With regard to suspension, the standard spring dampers would not stand up to my methods of driving—nor would the tyres—

and the modifications that I have incorporated are these: leave the front dampers as they are and add a pair of Woodhead Monroe telescopic dampers to the rear end of the wishbones; a conversion kit is available at £4 10s. Remove the rear units, including the anti-roll bar, and replace with a pair of large-diameter Newton direct-acting dampers; a conversion kit is also available.

The result, together with Michelin 5.50 by 16in Zig-zag tyres in front and Michelin 5.75 by 16 Success rear tyres, is a much stiffer ride with a nice degree of understeer. For fast cornering the tyre pressures should be 26 lb in front and 28 lb at the rear. The car will then "drift" on the Snetterton circuit quite nicely.

I am sure that with twin carburettors, higher compression, a four-branch manifold and, perhaps, a pound or two off the fly-wheel, the engine would develop a lot more b.h.p., but I would prefer to have an M.G. gear box to take the extra torque.

East Harling, Norfolk.

PAUL JONASON.

"Cross Country"

The Driver Must Have "Nodded"

[65500].—My attention has been drawn to an article entitled "Cross Country" on page 250 of your issue of February 19. Under the cross-heading of "Night Lights" your article refers to Rugby, where the writer states that he "went off our route for a mile or so, not surprising for a stranger, as there seemed to be a confusing mass of flashing beacons and too brilliant neon signs. The motorist has many difficulties to contend with these days and the traffic light backed by advertising signs is perhaps one of the worst."

I am wondering whether your contributor has made a mistake in his location, as there is not a single traffic light in the whole Borough. It may be that the reference should be to the village of Dunchurch on the Birmingham-London road, which is some miles beyond the centre of Rugby and a mile outside its boundary.

"Cross Country" also refers to Warwick and its street lighting and says that "some Borough engineers might like to take a look at their lighting, which is superb." He must have "nodded" when he went through Rugby which, two years ago, was described by the American Westinghouse company as the best lit town in the world. It has about nine miles of its main roads lit by the most up-to-date lighting, and the first fluorescent street lighting was installed at the same time as the experiment was started in London; Rugby was literally months ahead of any town and years ahead of most, including Warwick. With the co-operation of the British Thomson-Houston company, which uses Rugby's roads for experimental purposes, the system has been gradually extended and there are few, if any, towns in the country where all the main roads are lit by the latest type of lighting to such an extent as in Rugby. In addition, its other streets are lit by electricity to the recommended standard and there is not a single gas street lamp in the town.

D. E. BLART, Town Clerk.

Rugby, Warwickshire.

Harsher Sentences

To Err is Not Criminal

[65501].—On Thursday, March 4, the daily press came out with the news that the "Primate urges harsher sentences on drivers." It is possible that one or other of the two great associations which motorists maintain in wealth and luxury will bestir themselves, at last, to protect that great body of, presumably, decent and Christian people who drive cars.

I am not of those who say that the Primate, or any other churchman, should confine himself to spiritual affairs. He is probably a motorist himself, and in any case has as much right to express an opinion upon worldly affairs as has any other man, and far greater facilities than most for doing so.

It is, however, only right to expect that, having those facilities and the respect to which his high position entitles him, he should bring to his temporal utterance as much forethought and Christianity as he does to matters spiritual. He said: "If there is a misjudgment by a child or an old man, he probably pays with his life. The motorist who makes an error of judgment does not pay the penalty; it is the pedestrian, child or cyclist who pays."

Of course it is more likely to be the pedestrian or cyclist than the motorist who pays physically for the accidents. This is of mechanical causation, and not criminal. Surely it is truer and more Christian to think like this:—

To confer a driving licence on a person is to charge that person with a trust always to be one hundred per cent alert, to anticipate the misjudgment and often plain foolishness of all others and avoid the consequences, to cope with the unpredictables governing the actions of senility and childhood,

CORRESPONDENCE

continued

and those of animals, to know that a cyclist is going to glance behind him and swerve outward at the same time, and so on.

His Grace should know that it just is not always possible, and that, even though a man's or woman's momentary lapse after hours of rigid concentration and, in these days, anxiously careful driving, causes an accident, it does not turn that man or woman into a criminal, to be, at his Grace's exhortation, treated with ever increasing harshness.

I have no objection to his "Mr. Toad of Toad Hall" remarks. That there are such drivers I know from daily witness, and that some of those now innocently cycling or walking would swell their numbers, had they a car, I do not doubt. Nor do I question his "but I do say that the road user who, time after time, has been shown to be careless and has caused injury to life and limb should have his licence suspended for a long time and in some cases withdrawn altogether."

No, motorists are decent folk, subject to the mental and physical frailties of mankind, with which his Grace is surely more familiar than most. I know what anguish I would suffer if I harmed anyone, no matter whose fault it was, and I do not suppose that many motorists involved in an accident involving injury to a fellow-being, even the few "Mr. Toads," would feel other than unhappy about it.

Of course nothing will prevent accidents from being caused, just because we are human and not automata. A final observation may not be without relevance. It is that figures quoted, of accidents at black spots before and after improvement, invariably show a tendency to decrease, so that whilst the human causes will be with us always, the mechanical causes can be substantially eliminated.

Cobham, Surrey.

F. JEVES.

"Selling a Second-hand Car"

The Initial Ruling was Reversed

[65502].—It was with some surprise that I read the article by Lawyer-on-Wheels entitled "Selling a Second-Hand Car" in your issue of March 5.

Your contributor based his article upon the decision of Mr. Justice Streetfield in *Vinall v. Howard* (1953) and is apparently unaware that such decision was reversed by the Court of Appeal on January 27.

The basis of the decision of the Court of Appeal was that the defects in the vehicle were not defects involving construction or reconstruction but were owed solely to lack of maintenance and, as such, did not come within section 3 of the Road Traffic Act, 1930.

The contract for the sale of the car was not, therefore, made illegal by Section 8 (1) of the Road Traffic Act, 1934, and the seller was entitled to recover the price of the car.

Shrewsbury, Shropshire.

FRANK W. MOSS.

"Quite Wrong"

[65503].—I have just read Lawyer-on-Wheels' discussion of the case of *Vinall v. Howard* ("Selling a Second-Hand Car," March 5).

What he says is quite wrong. The decision of Mr. Justice Streetfield was reversed by the Court of Appeal on January 27.

The Court of Appeal said that Section 3 of the Road Traffic Act, 1930, applied only to construction, weight and equipment. It did not extend to faults caused by neglect of proper maintenance.

The buyer, therefore, was not entitled to stop his cheque. Stoke-on-Trent, Staffordshire.

GEOFFREY G. BARLOW.

[A report of the Appeal decision is published on page 389.—Ed.]

Pink Ice

Further Experiences

[65504].—I was very interested in reading Mr. D. H. South's remarks [65465]; I have had several similar experiences in the past three months.

On each occasion it has been on an evening run from Andover to Cornwall, and when it was dry and cold.

There is no similarity in the vehicles, for my car is a 1949 Jowett Javelin fitted with two Zenith carburettors, but I was using B.P. Super petrol on each occasion when the pink icing occurred.

On the first occasion, I had been travelling well for about 50 miles, when the engine suddenly lost all power. On casting a casual glance at the engine, I was amazed to see both float chambers covered in what appeared to be a pink solution. A

closer inspection revealed it was ice, the right-side carburettor having a considerably thicker layer.

Whilst the Editorial footnote may apply to a car with the usual long inlet manifold, I am doubtful about this explanation where the Javelin is concerned as the carburettors are bolted direct to the cylinder heads.

W. L. WILSON.

Newquay, Cornwall.

Owner Observations

[65505].—Twice in the past four weeks I have experienced "Pink Ice" trouble and after a little experimenting have deduced that the trouble is most likely to occur when: a, the weather is cold (up to about 40 deg F) and either raining, snowing or very misty; b, the carburettor is in an exposed position (not shielded by engine or components) and, c, the fuel used is high grade with additives.

On the first occasion (in a 1954 Hillman Minx) the trouble ceased after I had changed to a non-additive fuel on the advice of a Rootes distributor, while I later found that, on my Javelin, the cure could be made either by changing to a lower-grade fuel or by drastically muffing the radiator grille.

I can also confirm Mr. F. Eggleston's observations [65477] on fuel consumption when using certain additive fuels. I noted an otherwise unaccountable rise from 25 m.p.g. to 31 when changing fuels in connection with my freezing-up tests on the Javelin.

ALAN E. FOWLER.

Bexleyheath, Kent.

[Carburettor icing is the subject of this week's leading articles, to be found on page 381.—Ed.]

Profit

What Sets the Limit?

[65506].—A particular ball bearing purchased (singly, not in bulk) by a small engineering firm from the makers costs £1 9s 7d.

The same bearing purchased from a garage for use on a motor vehicle costs £2 10s 7d (a garage is allowed to sell bearings only at list price plus 50 per cent).

Could any reader please explain why there should be two such very different prices for the same article? Assuming the bearing supplied at £1 9s 7d is sold at a profit, surely the profit margin is very high when the bearing is sold to an unfortunate car owner?

R. G. PICKUP.

Barnsley, Yorkshire.

African A.40

Satisfactory Long-distance Experiences

[65507].—As a keen reader of your excellent publication I have often noticed articles on Continental trips where 1,500 to 1,800 miles are considered a considerable distance to cover.

I have recently completed my third trip to East London, Cape Province, in my 1951 Austin A.40, each trip having recorded more than 3,000 miles. The only troubles so far encountered have been a puncture at 60 m.p.h. on the second trip, and a burnt-out voltage regulator on my third trip. I can truthfully say that Britain produces a fine little car.

It may be of interest to readers to know that I fitted Woodhead Monroe telescopic dampers to the front, the original dampers being useless on our roads.

I am now contemplating an M.G. Magnette and am awaiting your Road Test report before purchasing one.

Salisbury, S. Rhodesia.

J. H. O. LOVELL.

Well . . .

And Where Will They Put Them Next?

[65508].—I came across the following story on motoring which pleased me greatly. It was told to me by a Volkswagen owner.

A woman was driving her Volkswagen for her first solo run following delivery of the car. Suddenly, in the open country, it stopped. She got out and, without great hopes, opened the bonnet and was looking in with puzzled amazement when another woman drew up in a gleaming Volkswagen and asked if there was anything she could do to help.

"I am afraid not," she said. "It's rather serious," was the reply. "You see, my car has broken down and in some way I seem to have lost the engine. So I don't see how you can help."

"Now isn't that curious!" her helper replied. "I think I can help you over this. I was looking in the back of my car the other day and funnily enough I found there is a spare engine in there."

M. C. HANKS.

South Brent, Devon.

"Dr" LAYSTALL says:

Laystall Specialised Repair Services for the Spring Overhaul



Cromard liners, which last at least 100,000 miles, for worn cylinder bores.

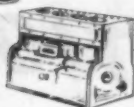


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Gradient plus weight of this flour-laden lorry served to de-ditch R. C. Broughton's 1900 Alfa Romeo in the R.A.C. Rally. No internal combustion was needed!

UNDoubtedly, the R.A.C. Rally was a success, and it is possible to look back and reflect upon it and find little material for criticism. The new Triumphs have come out with a bang in the competition world, and their drivers, as well as those responsible for the cars themselves, have every reason to congratulate themselves. But in spite of the appearance of the results sheet, it was no runaway victory; for instance, it is quite possible to reflect that if Peter Morgan had not lost his way on the road section, and made a mistake incurring penalty at Silverstone, he would have been the winner by eight or nine marks. There are, however, no ifs or buts in competition; the fact remains that the Triumphs won and deserved their victories.



THE SPORT By J. A. Cooper

RALLY AFTERTHOUGHTS • PARIS-ST. RAPHAEL • O.U.M.D.C.

It is always pleasant to see new, or comparatively new, names among the winners; John Wallwork, of course, is no stranger to competitions of all sorts, but this is his first really big win in an international event. The same comment applies to Miss Mary Walker, who walked off with the Ladies' Award in the face of fierce competition and deserved to do so. If the complete Sunbeam-Talbot team had not made a wrong decision as to which would prove the quicker of two alternative routes in part of the last stage, Sheila Van Damm would not have been three minutes late and would have scored again; but this, too, is idle speculation. The same error (of only one minute in this case) lost Peter Harper the victory in the touring category and third place in the rally as a whole; it was as close as that, and all the better for it!



AMONG the experienced competitors, and one with more than a small chance of outright victory, was A. G. Imhof in his redoubtable Cadillac-engined Allard; but he lost all hope of doing any good by missing the way during the Derbyshire special stage on the first night of the rally and failing to find one passage control at all, which entailed an immediate penalty of 300 marks. Some of his friends held this to be poetic justice; as the organizer of the well-known London Rally, in which navigation is at a premium, he was well and truly hoist with his own petard! Incidentally, many competitors remarked—and I feel that this is a valid criticism—that the inclusion of the intermediate mileages between points mentioned on the route card for this special stage (as well

as the total mileage between the timed controls) would have been fairer to navigators; this was, in fact, done on the route card for the Welsh special stage.

If foreign entries are to be attracted to this rally in any numbers, something will have to be done to make these route cards internationally intelligible; I felt rather sorry for one of the D.K.W. crews, neither member of which could understand much English. Schluter, who did so well with another of these cars, was rather better off, for not only does he read and speak quite good English but he had also been in Wales before, having—as he put it—been in prisonership there during the war. There is a strong case for the type of route card used on the similar stages in the excellent Dutch Tulip Rally, which employs little diagrams, suitably arrowed, of the road intersections to be encountered in place of printed instructions as to which way to go.

A good deal of amusement was caused—as usual—by Jack Reece, a member of the victorious Ford team; the team award consisted of three interior mirrors incorporating at one end an inlaid barometer and at the other a matching thermometer. This device was promptly christened by Reece the "height and fright meter!" But, hilarity apart, it seems a pity that these awards in the premier British rally should bear plain markings indicating that they were of foreign origin, and from a country with which our relations have not always been too friendly.

However, these are, after all, very minor criticisms. The fact remains that the 1954 R.A.C. British International Rally was thoroughly successful, well organized and enjoyed by all concerned, and can hold its head up among the best that other countries can produce. It has set itself a high standard for future years, and the next one is eagerly awaited.

TWO examples of good sportsmanship during the Rally came to my personal notice. Walter Schluter, the German D.K.W. driver, came across Broughton's Alfa Romeo in a ditch; although he had a clean sheet himself and could not afford to lose time, he stopped and endeavoured to pull the Alfa out. A lorry then appeared, so Schluter left his own tow rope behind to assist in the operation, merely asking as he left that it should be returned to him at the first opportunity. Incidentally, he was full of praise for the helpful attitude of the British competitors in his immediate vicinity throughout the event.

The other case concerns the two competitors in a Javelin who stopped and helped me to extract my own car from the morass into which it had slid when I pulled too far off the road in Wales in allowing another competitor passing room. Thank you, Mr. Hostler and Mr. Varty, of Ambleside—your assistance was much appreciated.



THE fifteenth edition of the Paris-St. Raphael Rallye Feminin, for lady drivers only, took place this year from March 3 to 7, and was as successful as ever. The weather was unkind to competitors during quite a lot of the event; but the final stage and the finishing test on the Esterel, together with the actual finish at St. Raphael on the shores of the Mediterranean, were blessed with brilliant sunshine.

For the third year running, victory went to Mme Yvonne Simon, driving this year a 750 c.c. Panhard-Monopole; this is a record of which she may well be proud. The first fifteen competitors in the general classification were unpunished on the road section, the result depending therefore on the two tests, one

THE SPORT

continued

at Marseilles, the other on the climb over the Esterel hills near Fréjus. Unfortunately, the event was marred by a fatal accident to Mme. M. Delorme, whose car was in collision with a lorry near Turin.

Miss Betty Haig, driving her Austin-Healey, won the over 2-litre class and finished seventh in general classification; in her class she defeated two 2½-litre Gran Turismo Lancia Aurelias, a very good performance.

RESULTS

General Classification: 1. Panhard-Monopole 750 (Mme. Simon), 1,005.8 penalty marks; 2. D.B. Panhard 745 (Mme. de Roquefort), 1,015.1; 3. Porsche 1,500 (Mlle. Thirion), 1,024; 4. Peugeot 1,290 (Mme. Achard-Desoche), 1,112.5; 5. Dyna-Panhard 650 (Mmes. Cazon and Stempert), 1,145.4; 6. Renault 747 (Mme. Bagary and Mlle. de Warren), 1,171.3; 7. Austin-Healey 2,660 (Miss B. Haig), 1,216.3; 8. Lancia 2,451 (Mme. Della Chiesa and Mlle. Zambini), 1,236.1; 9. Peugeot 1,290 (Mme. de Cortanze), 1,261.3; 10. Renault 747 (Mme. Convert), 1,283.5.

Class Winners: 851 to 750 c.c.: Mme. Simon; 751 to 1,000: Mmes. Cazon and Stempert; 1,001 to 1,500: Mme. Achard-Desoche; 1,501 to 2,000: Mlle. Thirion; over 2,000: Miss B. Haig.



NOT many weeks ago the M.C.C. sought the opinion of its members, past and present, on the probable popularity of running its 1954 Edinburgh Rally, on May 21-22, as a special anniversary run, to celebrate the Golden Jubilee of the very first "Edinburgh" in 1904. The response was immediately favourable, and the decision to hold the run has, therefore, been taken; the route and conditions of the original event will be duplicated as far as possible, and the event will be open to all members of the club (past or present) driving any type of motor vehicle of any age. Regulations will shortly be available from the M.C.C., Ltd., 76, Kinnerton Street, London, S.W.1.



THE rally run by the Oxford University M.D.C. last week-end and styled the Targa Rusticana seems to have been a great success. Incidentally, these scholars have an eye for a good name; last year they produced the Rallye Rapide, which was equally successful.

The "Targa" attracted 83 entries, of which only five failed to appear at the start; six of the starters retired before completing the first section, which speaks volumes for the stiffness of the event, and were joined before the end by 36 more, so that there were in fact 36 finishers. So confident were the organizers that nobody would fail to lose marks that they included no special tests; they were, in fact, quite right, for the winner, S. Moore in an M.G. TD, lost 17 marks. But a test would have been useful as a tie-decider, for there were ties for both second and fourth places.

PROVISIONAL RESULTS

1. M.G. TD (S. Moore), 17 penalty marks; 2. Citroën Light 15 (J. Reynolds) and Austin A.50 (T. S. Baker), 30; 3. Rover 75 (M. Burn) and Sunbeam-Talbot 90 (J. A. Lane), 37; 6. M.O. TC (K. Sloman), 42; 7. M.G. TD (P. Johnson), 52; 8. Dellow (D. Watkin), 62; 9. Riley 2½-litre (E. G. Jackson), 67; 10. Jowett Javelin (O. E. Tapp), 70.

Class Winners: up to 1,200 c.c.: Baker; 1,201 to 2,000: Reynolds; over 2,000: (tie) Burn and Lane.

Navigator's Award: Mrs. J. Chesterton. **Team Award:** Hants and Berks M.C. (Reynolds, Burn and Tapp). **University Award (resident member):** Jowett Javelin (N. J. R. James—C.U.A.C.), 75 penalty marks.



Ladies' Award winner—Miss Mary Walker receives her award at the R.A.C. Rally prize distribution.



R.A.C. Rally winner Wallwork made an amusing speech after receiving his trophy from the Mayoress of Blackpool.

FROM Ian Stewart, well known as a Jaguar driver both for the firm and for the *Ecurie Ecosse*, I hear that increased business activities are forcing him to give up racing for two years. This decision was taken before his crash, fortunately not serious as regards personal injury, in the Argentine sports car race in January; he is as keen as ever, and hopes to be back before very long in the racing field. I hope so, too, for Ian, although still in his early twenties, is a good driver of whom much can be confidently expected if his other commitments permit him to resume racing.



AN appeal has been made by the Louth and District M.C.C. for a suitable model of a half-litre car for mounting on a plinth as a trophy for the half-litre race at Cadwell. If any model makers can oblige they should get in touch with the secretary, Charles Wilkinson, at 8, Cornmarket, Louth, Lincolnshire.

CLUB NEWS

Incorporated Auctioneers C.C.—The Competitive Run held in Essex on March 7 was won by J. A. Loose's 1½-litre Jaguar with J. R. Shorster's Citroën Fifteen second. The visitors' prize went to B. Fielding's 2½-litre Riley.

M.G. C.C.—Originally a B.T.D.A. classic trial, the Cockshoot Cup Trial was held last year, for the first time, as a standard car trial and will be held on Sunday, April 11, in the same form. The course will contain no chassis-breaking sections and will be entirely suited to normal production saloon and sports cars. Regulations may be obtained from J. Rodley, 70, Mauldeth Road West, Manchester, 20.

East Anglian M.C.—An Autoscamble was held on March 7, members of the Castle Motor Cycle Club also taking part. A night of heavy rain had made the course extremely sticky, though the weather relented on the day and some 500 spectators had few dull moments. Outstanding displays of high-speed mud plugging were made by H. R. Smart, in his special, and R. Price, in a supercharged Dellow.

Provisional Results: 1. B.S.T. (H. R. Smart), 4m 14s; 2. Dellow 8 (R. Price), 4m 41s; 3. Dellow 1 (J. R. Bradford), 4m 47s. Fastest Motor Cycle: 350 c.c. Matchless (D. R. Champion), 3m 23s.

COMING SHORTLY

MARCH 18-21.—Lyons-Charbonnières Rally, France.

19.—Loughborough College: M.C. Annual dinner, Bull's Head Hotel, Shelthorpe, Loughborough, Leicestershire, 7.30 for 8 p.m.

20.—Sunbac. Colmore Trophy Trial, Shipston-on-Stour, Warwickshire, 9.30 a.m.

20.—Circle C.C. Snakes and Ladders rally, The Green Man, Batchworth Heath, Hertfordshire, 7 p.m.

20-21.—A.C. Owners' Club. Night trial, starting from Chobham, Caterham and Dunsfold.

20-21.—Brighton and Hove M.C. Spring Cup Rally, Madeira Drive Arches, Brighton, 9 p.m.

21.—Wolverhampton and South Staffs C.C. Spring Trial, Plough Inn, Claverley, Shropshire, 2 p.m.

21.—Thames Estuary A.C. Anniversary Rally. Main route starts on A12 near Ingatestone, Essex, 10.30 a.m.

21.—West Hants and Dorset C.C. Hartwell Cup Trial, Doddings Farm, near Bere Regis, Dorset, 11.30 a.m.

21.—Public Schools M.C. Chiltern Rally, starting from Kings Arms Hotel, Stirling Corner, Barnet By-pass, Hertfordshire, and Crown Inn, London Road, Mitcham, Surrey, 1.30 p.m.

21.—M.G. Car Club (S.W. Centre). Navigation Rally, Cross Hands Hotel, Old Sodbury, Gloucestershire, 2.30 p.m.

21.—M.G. Car Club (S.E. Centre). Chiltern Autocross, Water End Farm, Studley Green, Stokenchurch, Buckinghamshire, 10.30 a.m.

24.—Midland A.C. Annual general meeting and film show, Old Crown and Cushion Hotel, Perry Barr, Birmingham, 6.30 p.m.

24.—N. London Enthusiasts' C.C. Film show, Crown Hotel, Shenley Road, Boreham Wood, Hertfordshire, 8 p.m.

26.—Fiat 500 Club. Film show, Cedars Hotel, North End Crescent, London, W.14, 7.30 p.m.

27.—B.A.R.C. Members' Meeting, Goodwood, 2 p.m.

27.—Wolsley Hornet Special Club. Annual dinner and dance, Station Hotel, Kew Road, Richmond, Surrey, 7 p.m.

27-28.—Herefordshire M.C. Welsh Rally, starting from Cardiff, Hagley, Ledbury, Shrewsbury and Treacrest, 9 p.m.

28.—Hornham and District M.C. and L.C.C. Spring Cup Trial, Bishopric car park, Hornham, Sussex, 11 a.m.

28.—Northampton and District C.C. Spring Road Trial, Weedon Road Industrial Estate, Northampton, 2 p.m.

28.—Alvis O.C. (Southern Section). Concours d'Elegance. The Rectory, Milford, near Godalming, Surrey, 2.30 p.m.

28.—Berthamsted M.C. and C.C. Point-to-point, The Stonehouse, Hatfield, Hertfordshire, 2.30 p.m.

Clocking in: Peter Reece, co-driver with J. Reece in a Ford Anglia, stamps his route card at the Newcastleton control on Friday night, during the R.A.C. Rally.

CLUB NEWS

continued



Mid-Cheshire M.C.—The annual dinner and dance was held at the Angel Hotel, Knutsford, on Friday, February 19, and 250 members and guests attended.

Bristol M.C. and L.C.C.—On February 27, at 7.30 p.m., competitors left the start in pouring rain on the Night Navigation Trial. A total of 24 starters was whittled down to 16 damp but happy finishers.

Provisional Results: Poole Trophy. Frazer Nash-B.M.W. (J. D. Burton), 35½ marks lost. **Souvenir Awards:** M.G. TD (C. M. Seward), Ford Anglia (G. W. Best), Triumph Renown (J. T. Hocken). **Navigator's Award,** W. J. Jones.

Forces M.C.—The Night Navigation Trial in the Tidworth-Bulford area will be run, subject to R.A.C. approval, as a Regularity Rally on May 8; forces will be joined with the Bentley D.C. and the V.S.C.C. Applications for entry should be sent forthwith to Major H. G. M. Williams, T.D., 15, Lambdown Terrace, Perham Down, Tidworth, Hampshire.

M.C.C.—Details and regulations of the club's annual Easter classic, the Land's End Trial, are now available. The route will include all the familiar sections, many of which have been used for most of the 34 years during which the Trial has been held.

Herefordshire M.C.—The fourth Welsh Rally will take place on March 27 and 28. Five starting points will be used—Cardiff, Hagley (for Birmingham), Ledbury, Shrewsbury and Treacastle; the first car will set out on the 400-mile route at 9 p.m. Invited clubs are: Bridgnorth and D.M.C., Hagley and D.L.C.C., Pembrokeshire M.C., R.R.D.E.M.C. of Malvern, Severn Valley M.C., Welsh Counties C.C., and Worcestershire M.C.

Westmorland M.C.—The speed hill climb at Barbon Manor, near Kirkby, which has now become an annual event, will be held on Saturday, May 29; a class for 500 c.c. racing cars has been included this year. The following clubs are invited: Lancashire A.C., V.S.C.C., M.G.C.C., Furness D.M.C., A.M.O.C., Middlesbrough and D.M.C., and one of the specialist 500 c.c. car clubs.

Durham A.C.—On a bright, cold February 28, 42 cars set out from Durham on the Hedley Hope Trial. Little did the organizers realize that only five would report to the final control within the time limit. The snow in the little-used winding lanes coupled with gale force winds made progress very difficult. By the lunch check at Bainbridge, in Wensleydale, 15 cars had been penalized for lateness caused by the icy conditions. After lunch Buttertubs became blocked by a queue of slithering cars. A blizzard did its best to engulf them in a snow drift but the shelter of the dale was reached before this state of affairs came about. An alternative route was found which made everybody late, but at least it brought them safely to the final control. **Provisional Results:** 1, Ford Popular (T. G. Shanley). 2, Ford Zodiac (Dr. C. Hutson). 3, D. B. Special (J. Day).

Lancia M.C.—The results of the second Spring Rally, held on March 7, are as follows:

Lancia Award for Best Performance: Dellow (H. P. Hamilton). **First-class Awards:** M.G. (R. W. Colton), Sunbeam Alpine (P. Auton), Standard Vanguard (A. King). **Special Award for Best Lancia Performance:** Lancia Lambda (G. Robson).

London M.C.—The unique feat of publishing regulations for three events in one and the same booklet has been achieved. The events are the Little Rally (April 10), Le Petit Rallye (Thursday, June 17) and the French Sporting Trial (June 20). Entries for the Little Rally close on March 27 at midnight, and for the French Sporting Trial, in the Annecy, Haute-Savoie, area, on May 31. Neither of these events requires competition licences, being closed-to-club. Regulations may be obtained from Mrs. N. Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.

V.S.C.C.—The Pomeroy Memorial Trophy competition will be held, on the same lines as last year's event, on March 27 and 28. On Saturday there will be acceleration, speed and driving tests, followed by an hour's high speed run at Silverstone. Competitors will then drive to Cheltenham where, on Sunday, there will be a regularity test of about 60 miles. Petrol consumption will be measured during the entire competition.

The date of the Northern Rally and Trial has been changed to April 17 and 18. Acceleration tests will be held at Bawtry on Saturday, followed by a reliability trial at Ilkley on Sunday.

The Shuttleworth Memorial Trophy meeting, consisting of a rally and driving tests, will be held on Sunday, April 11, at Biggleswade, in Bedfordshire. Only cars manufactured before 1917 are eligible.

Taunton M.C.—Dates of two forthcoming events have been announced. A combined rally-cum-trial will be held on Sunday, March 21, starting from Purchase's Garage, Priory Bridge Road, Taunton, at 2 p.m. The event will cater for both saloon and trials cars; the course, in the Quantock Hills, will have a special short circuit for the trials cars. In conjunction with the North Devon M.C., an auto-cross meeting will be held at Barnstaple on Sunday, March 28. If this is a success, a return match will be held near Taunton in May or June.

Wirral Hundred M.C.—A sprint meeting will be held at Rhydymwyn, near Mold, on Saturday, April 3, starting at 1 p.m. Practising will be allowed between 10.30 a.m. and 12.30 p.m. Invited clubs are: Mid-Cheshire M.C., Liverpool M.C., M.G. C.C. (N.W. Centre), Half Litre C.C., Sheffield and Hal-lamshire M.C., Bugatti O.C. and Waterloo and District M.C.

Alvis O.C.—This club is open to all Alvis owners. Nearly 70 new members have joined during the past four months; details may be obtained from the general and southern section secretary, K. R. Day, 31, Lawrence Avenue, New Malden, Surrey.



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1953 4½-litre large bore big boot standard steel saloon. Low mileage. £3,750.

1951 4½-litre standard steel saloon. Two shades of grey red hide. £2,650.

1950 4½-litre standard steel saloon. Black/beige leather. One owner. £2,350.

1950 4½-litre H. J. Mulliner saloon. Black/brown leather. One owner. £2,675.

1949 4½-litre 2-door Countryman Saloon. Two shades of grey and polished wood, grey leather. £2,350.

1949 4½-litre standard steel saloon. Black and blue with blue leather. £1,975.

1952 LAGONDA 2½-litre Foursome Coupe. Maroon, beige leather and hood. Heater, loose covers to front. £1,800.

1953 JAGUAR Mk. VII Saloon. Black/brown leather. Heater, loose covers to front. £1,450.

1951 LEA-FRANCIS 2½-litre saloon. Black and grey/beige leather. Radio. £850.

1952 CITROEN 15 h.p. Saloon. Black/red leather £625.

1949 AUSTIN Sheerline Saloon. Black/beige leather. One owner. £255.

1949 HUMBER Super Snipe Saloon. Black/brown leather. £495.

1953 STANDARD Vanguard Saloon. Grey. £445.

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1953 LANCHESTER 14 saloon, 6,000 miles,

several extras. £995

1952 ALVIS 3 litre coupe, 6,000 miles, one owner,

radio. £1,225

1952 JAGUAR Mark VII saloon, 13,000 miles,

radio, loose covers. £1,225

1951 JAGUAR Mark V saloon, 18,000 miles,

one owner. £895

1951 JAGUAR Mark V drophead coupe, choice

of two. £895

1953 AUSTIN A90 Atlantic saloon, 13,000 miles,

Radio and heater. £785

1953 AUSTIN A70 Countryman, 12,000 miles. £895

1952 ROVER 75 P4 saloon, 14,000 miles, one

owner, radio. £985

1951 HUMBER Super Snipe Mark III, heater.

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IN BRIEF

Mr. J. D. Garst has been appointed operations manager and Mr. O. H. Fish assistant general sales manager of the Regent Oil Co., Ltd.

At the end of last month, the brass band of Wellworthy, Ltd. won the southern area championship in the band contest at Southampton. Three of the soloists won medals.

Mr. E. Y. Caswell has relinquished managership in the Bristol district of the Skefko Ball Bearing Co., Ltd., to become the company's sales manager at the head office.

On page 303 of the March 5 issue the tyre retreading process of Vacu-Lug Traction Tyres, Ltd. was described as American. The Duramold process is, in fact, a British invention developed at Grantham, Lincolnshire.

K.L.G. sparking plugs were used in the Osca with which Stirling Moss won the recent twelve-hour race at Sebring, U.S.A. They were also used in the Kieft-Bristol driven by W. K. Carpenter to victory in the 2-litre class.



Mr. G. W. Rose,
O.B.E., T.D., A.M.I.Mech.E.

After serving with the Ministry of Supply since 1951, Mr. G. W. Rose, O.B.E., T.D., A.M.I.Mech.E., has become works manager of the car division of the Austin Motor Co., Ltd. He served his engineering apprenticeship with Wolseley Motors, Ltd., and during the last war he held a number of engineering posts in the army.

Automotive Products Co., Ltd., and associated companies (Lockheed Hydraulic Brake Co., Ltd., and Borg and Beck Co., Ltd.), have appointed Mr. A. C. Burdon, Mr. N. C. A. Spurgeon and Mr. E. W. Swales as deputy managing directors. Mr. E. Beaumont, Mr. S. M. Parker and Mr. S. Westwood Smye have been appointed executive directors, and Mr. J. B. Emmott has been appointed to act as an alternative director to any member of the board.

In view of possible police action in certain areas against car owners whose rear number plates cannot be read at night at the prescribed distance of 60ft, Cornercroft, Ltd., Ace Works, Coventry, are offering the new Ace Silver Peak or White Peak rear number plates at half the usual

list price, provided that the old number plate is returned on receipt of the new one. Application must be made by letter, enclosing a remittance of 15s for the Silver Peak plate and 11s 11d for the White Peak plate, plus 1s 6d postage and packing.

It is with great regret that *The Autocar* records the death on March 10 of Mr. Frederick Bates, who was for many years a director of Brooklands of Bond Street, Ltd., 103, New Bond Street, London, W.1.

What is claimed to be the first fleet of cars with automatic transmissions to be put into service in this country is to be ready by Easter. They will be Jaguar Mark VII's, and will be operated by Victor Britain, Ltd., for hire to American and Canadian tourists only.

Mr. K. G. Thorne, A.M.I.E.E., A.M.Brit.I.R.E., chief engineer of S. Smith and Sons (Radiomobile), Ltd., has resigned to take up an electronics appointment with the Canadian Government. He is succeeded by Mr. W. A. Crossland, A.M.I.E.E., A.M.Brit.I.R.E., who has been service manager for the past three years. The new service manager is Mr. H. M. Mellor.

Shell-Mex and B.P., Ltd. have appointed Mr. C. J. Beale as head of the motor manufacturers' section technical department. Other appointments include those of Mr. A. A. Henderson as Dundee branch manager of Scottish Oils and B.P., Ltd., and Mr. H. W. Hastings as fuel oil manager of the Shell northern division.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16861. 1934 Triumph Gloria Twelve "T.H."—Any available information, handbook and spares list.

No. 16862. 1938-39 Morris Twelve "N.W.C."—All possible information and a handbook.

No. 16863. 1938 Standard V8 "W.A."—General experiences and details; also a handbook.

No. 16864. 3½-litre Bentley "F.M."—Experiences and points to watch when purchasing.

No. 16865. 1939 Rover Sixteen "A.N.T."—All possible information and a handbook.

No. 16866. 1937 Austin Seven Cabriolet "R.A.L."—General information and a handbook.

No. 16867. 1935 Austin Ten Lichfield Saloon "D.P."—All possible information and a handbook.

No. 16868. Handbooks Required "W.B.S."—1949 1½-litre Jaguar.

"A.C.H."—1934 Austin Seven workshop manual.

"R.E."—1927 Morris Oxford.

"G.R."—1938 Model H Vauxhall Ten service manual.

"S.G.B."—1935 Daimler Fifteen.

"F.B."—1933-34 Standard Ten.

"T.F."—1938 Opel Cadet.

"W.A.S."—1934 Wolseley Nine.

"E.M.I."—1933 Riley Twelve.

"G.D."—1948 Wolseley Fourteen.

"R.S.S."—1946 Vauxhall Twelve workshop manual.

"P.W.C."—1935 Series E Morris Eight.

"W.D.I."—Triumph 1800 workshop manual.



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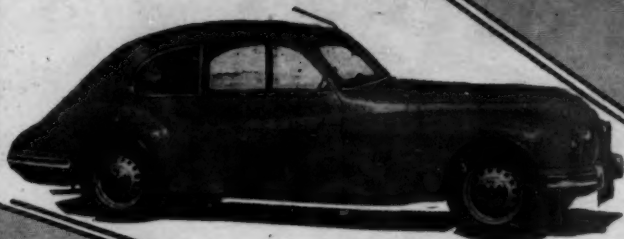
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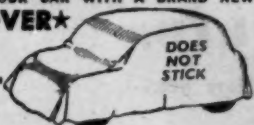
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JAGUAR MARK VII, AUSTIN A.70,
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1951 A.40	£525
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1935 ROVER 14	£160

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1953 FORD Zephyr, htr., 1,000 mls.	£735
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1949 JOWETT Javelin Saloon	£465
1950 MORRIS Six Saloon	£455
1953 ROVER "75" Saloon	£1,095
1953 VAUXHALL Wyvern Saloon	£625

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'50 HUMBER "Imperial" 7 str. 1 own. Htr.	Gns. 720
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'53 FORD Zephyr Sal. Grey. 13,000 m. 1 owner	620
'56 BENTLEY 4 1/2-litre. Spts. Sal. Well maint'd.	620
'51 HUMBER Hawk S/Rf. Sal. Attrac. cond.	595
'51 ARMSTRONG Hurricane D/H Coupe. Syn.	565
'50 AUSTIN A70 Sal. (Dec. reg'd.). Ex. mech.	550
condition	550
'52 JAVELIN 1 1/2-litre Sal. Very nice clean cond.	470
'47 RILEY 1 1/2-litre Sal. Recond. eng. Ex's. Htr.	460
'52 RENAULT 750 Sal. Superb condition	420
'51 MORRIS Minor. Recond. Gd. cond.	410
'39 FRAZER NASH B.M.W. D/H Cpe. Complete	395
overhaul	395
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'51 SINGER 9 h.p. 4-str. Roadster. Almost new	395
condition	395
'48 MORRIS 8 h.p. 4-dr. Sal. Well maint'd.	375
'48 M.G. "TC" Sports. Spts. Sal. New h.d.	360
'46 MORRIS 10 S/Rf. Sal. (Oct. reg'd.). Gd. cond.	360
'47 STANDARD 12 h.p. Sal. Blk. Mech. good	360
'49 AUSTIN 16 h.p. Sal. Blk. Good example	360
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'37 LANCIA 12 h.p. Aprilia. Attrac. Grey/Red	260
'38 M.G. "VA" 12 h.p. Sal. Gd. order	250
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'37 HUMBER 12 h.p. Sal. V. g.d. cond. for year	175
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'36 FRAZER NASH B.M.W. 16 h.p. Sal. V. fast	145
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'35 WOLSELEY 14 h.p. Spts. 4-str. Good cond.	135
'37 STANDARD 9 h.p. Sal. Recent eng. o'haul	125
'38 STANDARD 10 h.p. Sal. Recent rebore	120
'35 FORD 8 h.p. Sal. Recond. Eng. L/cvrs.	120
'34 ROVER 14 h.p. Pilot. Blk./Red. Fair cond.	115
'34 SINGER 9 h.p. Sports F/H Sal. Red	95
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'34 RILEY 12 h.p. "Mentone" Sal. Good cond.	90
'32 WOLSELEY 12 h.p. "Daytone" 4-str. Spts.	90
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1949 HUMBER Super Snipe, saloon, radio, 1 owner	£460
1949 AUSTIN A40 saloon, 1 owner	£435

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1953 FORD Prefect, 6,000 miles	£495
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1952 ARMSTRONG Lancaster saloon	£795
1948 AUSTIN 16, heater and radio	£395
1948 VAUXHALL Velox saloon	£380
1947 AUSTIN 10 saloon, one owner	£365

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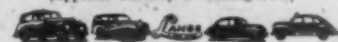
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£112 1947 STANDARD 14 saloon	£335
£129 1948 STANDARD 14 saloon	£385
£133 1949 STANDARD Vanguard sal.	£399
£149 1950 STANDARD Vanguard sal.	£445
£199 1951 TRIUMPH Renown saloon	£595
£115 1947 AUSTIN 8 saloon	£345
£129 1947 AUSTIN 10 saloon	£385
£105 1940 AUSTIN 12 saloon	£315
£145 1949 AUSTIN A.40 saloon	£435
£175 1951 AUSTIN A.40 saloon	£525
£199 1952 AUSTIN A.40 saloon	£595
£169 1951 AUSTIN A.90 Convertible	£565
£72 1938 FORD 8 saloon	£215
£79 1946 FORD 8 Utilecon	£235
£133 1950 FORD Prefect saloon	£399
£129 1947 H.G. T.C. 2 seater	£385
£132 1947 CITROEN Light 15 saloon	£395
£150 1949 VAUXHALL Velox saloon	£449
£162 1950 HILLMAN Minx saloon	£485
£189 1952 HILLMAN Minx Convertible	£565
£82 1939 RAILTON 17 h.p. saloon	£245
£70 1938 FORD 10 Tourer	£210
£75 1938 MORRIS 8 saloon	£225
£85 1938 HILLMAN Minx saloon	£195
£55 1937 MORGAN Sports 2 seater	£165
£132 1946 JAGUAR 1½ litre saloon	£385
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£332 1951 JAGUAR Mk. 7 saloon	£995
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£65 1937 MORRIS 10 saloon	£195
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Roomy interior and boot, over 30 m.p.g., epicycloidal steering, independent front wheel suspension, four-speed gear box. Rapid acceleration with smooth quiet running. Delivery ex stock. Price £632 plus £264 9s. 2d. P.T. Chatelaine De Luxe Station Wagon on same chassis for very early delivery. Call or write for full details and catalogue.

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Immediate or very short delivery. GUARANTEED USED CARS

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1952 MORRIS Minor sln. Very sound and clean	£475
1951 MORRIS Minor convertible, spotless...	£425
1951 MORRIS Oxford sln., splendid order...	£465
1952 AUSTIN A.40 sports, excellent cond...	£465
1948 ROVER 75 sln., new engine and tyres.	
One owner	£595
1947 ROVER 10 sln., black, above average...	£535
1947 VAUXHALL 14, black, carefully maintained	£385
1946 JAGUAR 1½ sln., except. cond. thro'out	£415
1946 STANDARD 8 d/h coupe, engine recent record.	£275

WANTED: GOOD USED CARS FOR CASH.

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LONDON, W.14. WEstern 2312 & 6417



NEW CARS

AUSTIN, FORD, MORRIS,
WOLSELEY,
RILEY, STANDARD

A few models for prompt delivery.

Ask for details

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1951 (June) AUSTIN A.40
Utility Van, special 4-door
body with folding seats ... £425

1951 (Nov.) TRIUMPH Renown saloon, heater, in exceptional condition ... £585

1950 STANDARD Vanguard Van, 1 owner, superb cond. £299

Please let us have your enquiries.

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J. DAVY LTD.



AUSTIN A40 COUPE

The Sun is shining and Limited Stocks are available. When it's "Export only" you'll regret not having secured one of these exhilarating models.

WONDERFUL PERFORMANCE

(Official "Motor" Test)
40 m.p.g. at 50 m.p.h. 78.3 m.p.h. maximum.

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Inspection invited of our Stocks of 75 New and Used cars of all classes.

180 184 Kensington High St., London, W.8
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New STANDARD Vanguard, black, list price.

1946 AUSTIN 8 saloon	£359
1947 AUSTIN 12 saloon, black	£375
1951 AUSTIN A.40 saloon, grey	£495
1953 AUSTIN A.40 drophead coupe, grey, heater	£645
1951 AUSTIN A.90 sports saloon, black	£595
1954 BENTLEY 2½-litre saloon, grey	£550
1955 BENTLEY 2½-litre saloon, black	£685
1948 FORD Pilot saloon, black	£385
1952 FORD Zephyr saloon, blue	£635
1956 STANDARD Avon, drophead coupe, grey, exceptional condition	£175
1951 STANDARD Vanguard saloon, blue, heater	£475

Self-drive hire Austin A.40 saloons available.

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Full particulars from

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IMMEDIATE DELIVERY FROM STOCK INCLUDING:
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SELECTED USED CARS

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1948 HILLMAN Minx Phase II Coupe, Grey, genuine 24,000 miles only. Heater, Magnifying Glass.	£415
1946 JAGUAR 1½ R1E Saloon, Black/Brown. Two owners, only 24,000 miles. In specimen condition.	£449

AND MANY OTHER SPECIMEN CARS. EXCHANGES AND HIRE PURCHASE TERMS.

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1934 VOLKSWAGEN Saloon	£600	0	0
Or hired 36 months inc. tax and ins.	£24	7	0
1932 AUSTIN A70 Utility vehicle	£650	0	0
Or hired 36 months inc. tax and ins.	£26	8	0
1932 JOWETT Javelin Saloon	£650	0	0
Or hired 36 months inc. tax and ins.	£26	8	0
1930 VAUXHALL Wyvern Saloon	£485	0	0
Or hired 36 months inc. tax and ins.	£20	2	0
1947 ROVER 16 Saloon	£525	0	0
Or hired 36 months inc. tax and ins.	£21	10	0
1939 STANDARD 8 Saloon	£190	0	0
Or hired 36 months inc. tax and ins.	£10	0	0
1938 MORRIS 10 Saloon	£295	0	0
Or hired 36 months inc. tax and ins.	£10	17	0
1938 MORRIS 8 Tourer	£150	0	0
Or hired 36 months inc. tax and ins.	£8	6	0
1936 ROVER 14 Saloon	£175	0	0
Or hired 36 months inc. tax and ins.	£9	3	0

60 Cars in stock. H.P. and other hiring terms arranged.

COODEN, BEXHILL-ON-SEA

Tel.: COODEN 409



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1950 VAUXHALL Velox, black, red upholstery, heater, radio, mechanically sound	£475
1950 AUSTIN A.70, black/beige, heater, mechanically sound	£495
1946 FORD Anglia, good tyres, new engine recently, body condition excellent	£390
1940 VAUXHALL "J" 14 h.p. saloon, black, red leather upholstery, mechanically sound, tyres good all round	£275

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PADdington 0022 (12 lines).

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SPOT CASH

CARS

ALL TYPES

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LONDON, N.W.3

(Hampstead Tube)

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REGENT'S PARK, BAKER STREET

1951 (late) HUMBER Hawk saloon, black with red leather upholstery, fitted with heater, spare tyre unused, in immaculate condition. £625.

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1951 ('52 series) HILLMAN Minx saloon, green with beige leather upholstery, excellent condition. £545.

1948 WOLSELEY 14 saloon, bottle green, with brown leather upholstery, fitted with radio, really outstanding car. £425.

1947 STANDARD 8 drophead coupe, black, in excellent condition, a well-looked-after car. £285.

Special offer for one week only: AUSTIN 10 saloon, taxed, really a beautiful looker, must be seen to be believed. £165.

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Demonstrations gladly given to suit YOUR convenience. Call or 'phone. Hire purchase terms arranged.

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Garage Group

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they have such a wonderful selection of new AUSTIN MODELS, with all types of coachwork in a full range of colours,"

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- Arrange convenient deferred payment terms.
- Completely satisfy your motoring requirements.

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37, Davies Street, W.1. Mayfair 5011.

16, Uxbridge Road, Ealing, W.5.
Ealing 6600

Car Mart Ltd

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Hendon 6500.

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Square, W.1. Ambassador 1837.

Autocar

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USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.
!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

£410—2-litre (157hp) sports saloon, just rebored and resprayed, 37,000 miles, any h.p. exchanges.—37, Bury Old Rd., Frestwich 2152, Manchester. [8545]

1948 A.C. 2-litre sports saloon, grey with grey leather upholstery; £410.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8, Mountview 3451. [8218]

1951 A.C. 2-litre sports saloon, green, beige leather, exceptional condition throughout, any inspection invited, 3 months' guarantee; £695.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18, Vandyke 1166. [C4054]

1951 A.C. 2-litre sports saloon (regd. Sept. 1950), one private owner, finished black, red leather, fitted Radomobile heater, screenwash, two fog lights, twin mirrors, taxed to December; price £670, with written guarantee.—Motourists (London), Ltd., Ot. North Rd., East Finchley Station, N.2, Tudor 2301-2. [C3018]

A.C. Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

XXX H. F. Edwards offer immediate cash for good A.C. cars.—Details please to: 200, Great Portland St., London, W.1, Tel. Langham 0012. [W2003]

ALFA-ROMEO
BARTLETT—Alfa-Romeos: large stock from £325.—27a, Pembridge Villas, W.11. [C1013]

Alfa-Romeo Cars Wanted
BARTLETT will pay more for good Alfa-Romeos.—27a, Pembridge Villas, W.11, Bayswater 0523. [W1013]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeos.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

Alfa-Romeo Spares and Services
THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge, Byfleet 520. [0214/R]

ALLARD
BRADSTOCK MOTORS, Ltd.

£485—Late 1950 Allard P.1 saloon, in immaculate condition throughout, fitted Motorola radio, heater, washers, twin spots, cost £1,800 when new.—Chase Rd., Epsom, Tel. 655. [C1090]

B. J. HUNTER, Ltd., offer:—

1950 Allard P saloon, just fitted new tyres, really as new; £450.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. [C2040]

UTOMOBILIA, Ltd., offer:—

1951 model (actual Motor Show exhibit) Allard K.2 super sports 2-seater, French blue, blue leather, alloy heads fitted recently, windscreen washers, full-width windscreen demister, fitted suitcases, mileage 27,000, exceptional condition; £565.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1069]

H. A. SAUNDERS, Ltd., offer:—

1950 Allard sports saloon, duo-tone body, grey/red, grey upholstery, recorded mileage 22,500; £525.—342, High Rd., N.12, Hillside 5272 (8 lines). [C2027]

836—342, High Rd., N.12, Hillside 5272 (8 lines).

RICHARDS & CARR, always best value.

1951 K2 2-seater, one owner, spotless condition; £595.
1949 K2 2-seater, Mercury engine, h.c. heads, twin S.U. carbs; £495.
1949 drop head coupe, kko radio, spotlamp, smart; £345.
35 Kinnerton St., London, S.W.2, Sloane 5424. [C3045]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

£365—Allard 1946 (late) special streamlined drop head coupe, excellent condition.—Box 4249, 19627

1951 (July) J.2 2-seater De Dion axle; £550; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1, Mayfair 0131. [C3006]

SALES & WANTS

Turn to page 92 for
Advertisement Form

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MOTORISTS!
ACCOMMODATION—HOTELS,
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE
See page 91

ALLARD

CAMDEN MOTORS for Allards.—P.1 saloons, 1951, from £495; M.2X drop heads, 1952, from £595; 2-seater and 4-seater tours and drop heads, 1948-9-50 from £345.

CAMDEN MOTORS for Allards, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

395 ems.—Allard, 1949, sports 2-seater, bronze, brown leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Allard Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

B. J. HUNTER, Ltd.

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. [W2040]

REALLY good Allard required.—Stradling, 30, Harley House, N.W.1. [W1008]

WANTED Allard or similar in exchange for 1500 Fiat.—See under Fiat cars. [8455]

BARTLETT will pay more for good Allards.—27a, Pembridge Villas, W.11, Bayswater 0523. [W1013]

REQUIRED, good used Allard.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 116. [W2000]

RICHARDS & CARR, the best Allard buyers.—30, Kinnerton St., London, S.W.1, Sloane 5424. [W3045]

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

ALVIS

DICKS.
1934 Alvis Speed 20 sports tourer, exceptional condition £250.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, N.W.5, Tel. 888-9. [C1072]

BROOKLANDS Alvis London distributors.

1953 Alvis 3-litre sports 2-seater.

1952 Alvis 3-litre saloon, small mileage.

1951 Alvis 3-litre 4-door saloon; £950

1948 Alvis 14hp Tickford d.h. coupe

ABOVE cars guaranteed; from £950.

DEFERRED terms; confidence; solidity, security

103 New Bond St., London, W.1, Mayfair 8351-6. [C1029]

ENGINES RECONDITIONED, Ltd., offer:—

1948 Alvis shooting brake, excellent mechanical order, body in exceptional condition; £395.

—333, Pinner Rd., Harrow, Middx. Tel. Harrow 5366. [C2070]

!! Chipstead Motors Ltd.—See our advertisement under "Sports Cars." [C1046]

1952 Alvis 3-litre drop head coupe, maroon, one owner; £1,085.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1, Eus. 6611. [C2023]

1951 3-litre saloon, maroon, maroon leather; £675.

—J. Fricker, Ltd., Park 5077. [C3016]

1949 Alvis 14 d.h. coupe, black, heater, taxed for year, in excellent condition throughout; £350.

AVAILABLE shortly, 1950 Alvis saloon, maroon; £600.

TOBY MOTORS, Regent Rd., Great Yarmouth, Tel. 3273-4. [6202]

PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R]

1949 Alvis T.A.14 saloon, unmarked; £650.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kingston 2241. [C4055]

ALVIS 3-litre saloon metallic grey, late 1951, 1952 modifications, one owner, 12,000 miles; £435.—Campbell Symonds Arnold 2246. [C1057]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

1951 late Alvis 5-litre 4-door saloon, all 1953 modifications fitted, radio and heater, this is a specimen car; price £995.

1949 Alvis fourseamer coupe, one owner, works condition engine; price £595.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [8409]

1948 genuine Tickford Alvis drop head coupe, in black with red leather upholstery, new hood fitted recently, a very handsome car; £565.

L. ANDREWS GARAGE, Coventry & Jeffs, Ltd., Clifton Rd., Bristol, 8. Tel. Bristol 38241. [8402]

1935 Alvis Speed 20 Charlesworth sports saloon, in superb condition; £215.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241. [C4053/1]

A. LVIDE Firebird saloon, 1936, black, heater, new engine, excellent throughout, 25 m.p.g.; exchange smaller car or sell £165 o.n.o.—Mitchell, Fern Cottage, Hushwaite, York. [8498]

A. LVIDE 1937 Speed 25 tourer, one owner, 26,000 miles only from new, completely unique specimen car in perfect mint condition; £375, nearest—Simmons, Grosvenor 1188. [8586]

£535—1950 (Sept.) Alvis 14 sports 2-seater, excellent throughout, outstanding appearance, similar XK120; exchange considered.—Brown, 126, Marsden Rd., Burnley. [8529]

£275!!!—Speed 25 Alvis Charlesworth sports saloon, 1937, excellent history, details of verhauls and reconditioning, bills from Messrs. Alvis available, magnificent performance, excellent tyres.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035]

625 gns.—Alvis 14, 1949, fourseamer drop head coupe, pearl grey, red leather, one owner, exceptional; choice of 3 Alvis 14s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Alvis Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

B. J. HUNTER, Ltd.

FOR immediate purchase of your Alvis.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

WANTED, Alvis 5-litre, 1951, one owner, small mileage.—Box 4195. [8432]

ENTHUSIAST owned pre-war 12hp Alvis.—G. Richards, 7, Lochaber St., Cardiff. [8471]

PERFORMANCE CARS urgently require Alvis—Great West Rd., Brentford, Middlesex. Ealing 3841. [W3041]

GATEHOUSE MOTORS are buyers of Alvis cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021]

XXX H. F. Edwards offer immediate cash for good Alvis cars.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0018. [W2003]

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 7682-3-4. 'Grams' Alviscar, Gold, London.

A. ND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams' Alvis. Coventry. [0391/R]

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R]

KINGSTON-ON-THAMES Alvis agents & specialists.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin. 2241-2. [84053/R]

MANCHESTER—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0653/R]

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389/R]

AMERICAN CARS

SIMPSON'S offer:—

RHD 1951 Nash sedan, 4-door, radio, heater, extra, brown/gold, low mileage.

1949 Buick 2-door, radio, heater, black, moderate mileage.

1951 Cadillac Model 61, Hydramatic, radio, heater, whitewall tyres, all extras, black.

1947-8 Cadillac convertible, 2-door, radio, heater, all extras, Hydramatic, cream, moderate mileage.

1952 Chevrolet 2-door, dual brown, fitted with all extras.

1951 Chevrolet de luxe, 4-door, all extras, green, 20,000 miles.

1949 50 Chrysler New Yorker, 4-door, radio, heater, all extras, black, 23,000 miles.

1949 Lincoln 2-door, overdrive, radio, heater, all extras, moderate mileage.

1951 Oldsmobile, 2-door, radio, heater, electric windows, Hydramatic, black, 22,000 miles.

1947 Oldsmobile, 4-door, green, moderate mileage.

1949 50 Plymouth station wagon, radio, heater all extras, l.h.d., grey, moderate mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 3591-3903. [C4015]

AMERICAN CARS

CAMDEN MOTORS offer post-war models:—

STUDEBAKER Champion 22hp drop head coupe, 1950, right-hand drive, electric hood, all extras, leather interior.

STUDEBAKER Champion 22hp saloon, 1949, right-hand drive, one owner.

PACKARD Clipper saloon, 1947, right-hand drive.

PACKARD Super 8 saloon, 1948, right-hand drive.

HUDSON Commodore Six drop head coupe, 1950.

BUICK Super 8 saloon, 1949, right-hand drive.

BUICK Super 8 saloon, 1948, right-hand drive.

BUICK Special 8 saloon, 1947, right-hand drive.

CHRYSLER Windsor saloon, 1952, right-hand drive, 9,000 miles.

PRE-WAR models:—

BUICK Viceroy saloon, 1939/40; choice of three.

BUICK Carlton drop head fourseamer coupe, 1939; also a Fisher model.

BUICK Viceroy saloon; choice of four models 1937/8.

HUDSON 16.9 and 22hp; choice of 3 1939 and 1940 saloons and drop heads.

PONTIAC Silver Streak drop head, mid-war series, right-hand drive.

STUDEBAKER Commander, 1939 saloon, and many others.

CALL, write or phone for details.—Camden Motors, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays. [C1035]

1949 (November) Cadillac model 52 sedan, radio, heater, nylon covers, 18,000 miles, brand new condition.

A. LSO under classified headings: 1952 Chevrolet, 1953 Studebaker, 1949 Buick, 1948 Packard, 1947 Oldsmobile.—Taylor & Crawley, Hyde Park Corner, E.1, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036]

JOE THOMPSON MOTORS, Ltd., offer a selection of late model American cars.—91-95, Fulham Rd., South Kensington. Kensington 4858. [C4028]

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars, enquiries invited.—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (Ad.) Leicester Sq. Tube Station. [C1027]

American Cars Wanted

ATTENTION!!!

SIMPSON'S, The American Car Buyers, require all American cars.—Wembley 4691/5903. 845, High Rd., Wembley. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require American cars.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, Ad. Leicester Sq. Tube Stn. W.C.2. Temple Bar 3588. [W1027]

ARMSTRONG SIDDELEY

P & J PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1951 one owner, immaculate; £750; one week's free trial, guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001. [C3039]

CAR MART, Ltd.

1952 Armstrong Siddeley Lancaster saloon, heater; £795.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

NEWHAMS, Ltd.

1950 Armstrong Siddeley Lancaster saloon, 20,000 miles, one owner, exceptional condition; £585.

NEWHAM HOUSE, 235-7-9 Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

BOON & PORTER, Ltd.

1952 (March) Whitley saloon, grey, one owner, virtually unscratched; £825.—Caste'nau, 8, W.13 (by Hammersmith Bridge). Riverside 4444. [C1022]

B. J. HUNTER, Ltd., offer:—

1953 Armstrong Siddeley utility, 2,000 miles only, definitely unmarked; £725.

1951 Armstrong Siddeley 18hp saloon, chauffeur driven, definitely unmarked; £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

HAROLD SIMONS, Ltd., offer:—

1948 Armstrong Siddeley Hurricane drop head fourseamer, black, brown leather, heater, spot light, fitted special hood with rear quarter lights, an excellent car throughout; £435; trade enquiries welcomed; 3 months' written guarantee; service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2. (at North Circular Cross Rd., 5 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065/1]

CAMDEN MOTORS for Armstrong Siddeleys:—

1946 (March) Hurricane coupe, £365; 1947 Typhoon saloon, £395.

1949 Lancaster saloon, £495; 1952 Lancaster saloon, £695.

1952 Whitley saloon, choice of 2; from £795.

CAMDEN MOTORS for Armstrong Siddeleys.—Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035]

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1939 Armstrong Siddeley 17hp saloon, finished blue, blue leather, taxed for year, good condition throughout; £225. [C1001]

ARMSTRONG SIDDELEY

GUY SALMON AUTOMOBILES offer:—

1953 (September) Armstrong Siddeley Sapphire 6-light saloon, black/red leather, synchromesh gear box, Radiomobile, 4,000 miles, indistinguishable from new in every respect; £1,550.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1953 (November) Armstrong Siddeley 18hp Hurricane drop head coupe, finished in blue, blue hood and leather, radio, one owner, mileage 3,000 only, immaculate condition throughout; £950. [C1001]

1949 (March) Armstrong Typhoon, black with brown leather and heater, 20,000 miles, immaculate; £545.

C. TEL. SLOANE 4727.

NEW 1954 18hp Armstrong Siddeley Whitley saloon—owner unable take delivery; cost £1,400, accept; £1,100.—Box 4045. [8245]

WHITLEY, under 8,000 miles, registered April, 1953, Lancham grey, synchro-mesh gears; £925.—Recent Motors, Cheltenham 8041. [8540]

1951 Armstrong limousine, 6,000 miles; £995.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050]

£365—1946 Armstrong Hurricane drop head coupe, new hood, beautiful condition, heater, Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2072]

1953 (July) Armstrong Siddeley Sapphire 6-light saloon, green, fawn, electric gear box, twin carburetors, radio, whitewall tyres, as new, 11,000 miles; £1,150.—Hounslow 2554. [C3066]

1939 Armstrong Siddeley 16hp saloon, £225; 1937 Armstrong Siddeley 14hp saloon, £175; all in nice condition.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

JACK ROSE, Ltd., offer 1951 Armstrong Siddeley Lancaster 4-door saloon, almost unmarked inside and out, black with red hide; one careful owner; £695.—Staford Rd., Wallington, Surrey. Wallington 6677. [C1067]

ARCHIE SIMONS & Co., Ltd.—1952 Armstrong Whitley saloon, colour grey, red leather upholstery, fitted built-in radio and heater, nominal mileage, one meticulous owner since new; £795.—94, Gt. Portland St., W.1. Lan. 1343. [C4013]

365 gns.—Armstrong Siddeley, 1947, Hurricane four-seamer drop head coupe, manual gear change, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

XXX Beautifully maintained 1947 (November) Armstrong Siddeley Hurricane coupe, black and chromium, radio and heater, particularly attractive car; written guarantee; £595; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003]

XXX Quite exceptional 1952 Armstrong Siddeley Whitley saloon, finished in a particularly attractive shade of grey green cellulose with chromium bright fittings and green leather upholstery; a very full equipment includes heater, radio, screen washers, 2 pass lamps and wide view mirror, preselector gear box, a carefully maintained and most attractive example, offered with written guarantee; £755; terms, exchanges.—H. F. Edwards, 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001]

LIMOUSINES, 18hp/1951, partition forward, occasional, leather throughout, genuine 15,000, private, chauffeur, another, 1952, cloth upholstery, 21,000 miles, £935. Certified mechanically, immaculate. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

Armstrong Siddeley Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

CHARLES FOLLETT, 18, Berkeley St., W.1. Mayfair 6266. Official Armstrong Siddeley retailers and repairers.

SERVICE, Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [W2010]

MARSTON MOTOR Co., Ltd. for your Armstrong Siddeley.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0183/R]

PASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0385/R]

7-SEATER privately owned 1938/39 Limousines required also 18hp 1951-52 cash waiting. Alpe & Saunders Ltd., 2, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists: complete overhauls and engineering services; 48-hour exchange engine and gear box services; quick, guaranteed service by specialists; trade and retail.

PRESSELECTOR gear boxes; exchanges, reconditioning 48 hrs.—Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken 7301. [0644/R]

HENLYS, Ltd., Chesham Hill Rd., Manchester, 6, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R]

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., N.W.9 (Colindale 5431). [0760/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

H.W. MOTORS, Ltd., offer:—

1952 Aston Martin D.B.2 saloon, fitted Vantage engine and radio, outstanding condition throughout; £1,950. (C1029)**BROOKLANDS**, Aston Martin sole distributors.**1954** D.B.2/4 models available, show and demonstration.**1952** Aston Martin D.B.2 saloon, immaculate, guaranteed.**BUY or sell your car with confidence.****103**, New Bond St., London, W.1. Mayfair 8551-6.**1951** Aston Martin D.B.2 drop head coupe, dark green, beige leather, Vantage engine; £1,750.**H.W. MOTORS, Ltd.**, Walton-on-Thames 2404-5-6.**BARTLETT**—Aston Martin 1939 model, 2-litre, 80 m.p.h. drop head coupe; £295.—27a, Pembridge Villas, W.11. (C1013)**NEW** and used Aston Martins.—Anthony Crook Motors, Main Dealers, Caterham Hill, Surrey, Tel. 2232-3. (C1063)**ASTON MARTIN Le Mans International 2/4-seater in B.R.G.**, mechanically perfect, good body, tyres, etc., engine modified, hood recovered, specimen car; £275.—Western 1309. (B625)**1938** Aston Martin 2-litre saloon; we think, without doubt, that this must be the nicest in the country; it is absolutely immaculate in B.R.G. and the upholstery and carpets are perfect, mechanically the car is quite equal to its appearance, and five new Goodyears together with Lifeguard tubes are fitted, extras include Twin Lucas spots, Windomex, demisters, reversing light and Fram Filter; this is the car for the man who appreciates quality motoring; £395.—Portland Sports Autos, Meadowhead Garage, 186, Meadowhead, Sheffield, 8. Tel. 45212; open Sundays (for inspection). (B552)

Aston Martin Cars Wanted

R—**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)**ASTON MARTIN** cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor, Windsor 2002-3. (C1017/R)**BARTLETT** will pay more for good Aston Martins.—27a, Pembridge Villas, W.11. Bayswater 0523. (W1013)

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.**ASTON MARTIN** main dealers.**SOLE** suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities. 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. (C1018/R)

ASTON SEVEN

SLOCUMBER, Ltd.**1939** Austin 4-door Big 7, in very fine order and appearance, guaranteed, £195; exchanges, cars or motor cycles welcome; hire-purchase facilities. Slocumber, Ltd., 36-38, Dudden Hill Lane, N.W.10, Willesden 4869; nearest Underground Dollis Hill Station. (C4017)**ASTON** Swallow 2-seater sports; £60.—38, Essex Park, N.5. Finchley 9238. (B451)**£225** recon. engine, leather interior, all in exceptional condition; many others.**BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.11. Part 2006-7, (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)**ASTON** 7 Ruby saloon, black, good order throughout, new tyres, 2 owners, taxed December; £130.—Cheeseman & Edwards, Caterham 3056. (B509)

Aston Seven Cars Wanted

R—**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN A30

J. DAVY, Ltd.**1953** A30 4-door, heater, duo tone coachwork, wheel discs, taxed; £465.**180** Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). (W1069)**1953** A30 4-door saloon, fawn, heater, taxed, 4,000 miles, absolutely immaculate; £475.—Dobsons, Ltd. (Austin Agents), Staines 801. (C1074)

Austin A30 Cars Wanted

R—**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN A30

J. DAVY, Ltd.**1953** A30 4-door, heater, duo tone coachwork, wheel discs, taxed; £465.**180** Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). (W1069)**1953** A30 4-door saloon, fawn, heater, taxed, 4,000 miles, absolutely immaculate; £475.—Dobsons, Ltd. (Austin Agents), Staines 801. (C1074)

Austin A30 Cars Wanted

R—**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN EIGHT

1946 Austin 8 saloon; £285.**1939** Austin 8 saloon; £185; 3 months' guarantee; terms and exchanges.**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hornsey, Moutview 5295 and 5774. (C4054)**ASTON** 8 tourer, registered 1946, overhauled Austins, excellent condition nippy runner; £245.—Park 7747 or Box 4207. (B446)**1946** Austin 8, ex. con.; £325; several others; trade enquiries invited.—A.G. Ltd., Chester Close, Chester 51. Sio. 9943. (B207)**1946** Austin 8 4-door de luxe saloon original condition; £295.—Jacquier, Ltd., 225-7, Hamersmith Rd., W.6. Riverside 6677-8. (C2043)

AUSTIN EIGHT

325 ens.—Austin 8, 1947, saloon, sliding head, leather, excellent condition; terms, exchanges; list; open week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Austin Eight Cars Wanted

R—**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN TEN

H. A. SAUNDERS, Ltd., Golders Green, offer:—**1943** Austin 10 saloon, two owners, blue/brown upholstery, highly recommended, £250.**ASTON** House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C1004)**1946** Austin 10, new engine, resprayed, 4 new tyres, chauffeur driven; £350 or near offer. —Box 4091. (B334)**£200**—1939 Austin 10 Cambridge de luxe saloon, excellent condition.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. (C1083)**1940** Austin 10 tourer, excellent condition, holly green, taxed year; £295.—Kirby, 62, Kingston-St. Michael, Chippenham, Kingston-Langley 94. (B365)**£125**!!!—Austin 10 4-door saloon, excellent condition and carefully used.—Below.**£265**!!!—1938-9 Austin 10 Cambridge saloon, carefully used, and rare example; 3 months' guarantee; hire purchase, exchanges.**LAMBS OF WOOD GREEN**, Finchley Showrooms, L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)**£195**—1937 Austin 10 Cambridge de luxe saloon, black, brown hide, exceptional condition; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 7490. (C1024)

Austin Ten Cars Wanted

R—**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)**PRIVATELY** owned Austin 10.—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. (W2037)

AUSTIN A40

A—**ALWAYS****ASTON** A40s, A selection with a written guarantee and free after sales service at**NAYLOR & ROOT, Ltd.**, 25, East Hill, Clapham Junction, S.W.11. Bait. 2252. (C3022)**J. DAVY, Ltd.****1953** A40 Somerset saloon, low mileage, taxed, exceptional condition, exchanges welcomed; £625.—4, Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). (C1069)**180** Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). (C1069)**BOON & PORTER, Ltd.****1949** A40 pick-up, green, fitted heater, one owner, excellent condition; £255.—Caste'au, S.W.13 (by Hammersmith Bridge), Riverside 4444. (C1022)**H. A. SAUNDERS, Ltd.**, offer:—**1951** Austin A40 Countryman, beige/brown upholstery, heater; £565**836**—42, High Rd., N.12. Hillside 5272 (8 lines). (C3027)**AUTOMOBILIA, Ltd.**, offer:—**1952** A40 sports convertible coupe, green, beige leather, heater, fog lamp, low mileage, exceptional condition; £595.—Automobilia, Ltd., Pippin Road, Dorking 4304, 3891. (C1069)**PHILIP RICHARDS, Ltd.**, offer:—**1953** Austin A40, black, 5,000 miles, perfect; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. (C9051)**H. A. SAUNDERS, Ltd.**, Golders Green, offer:—**1953** genuine Austin A40 Somerset sunshine saloon, heater, 18,000 miles, grey/grey leather; £600.**ASTON** House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C1004)**1949** Austin A40, one owner, radio, heater, mechanically sound throughout; £475.**L. VINE, FRANK & WAGSTAFF**, 35, Crouch End Hill, N.6. Moutview 4401. (C9056)**ASTON** A40 Countryman, green, excellent condition, 23,000; £450.—Gerrard 6383. Buckhurst 1817. (B085)**1951** A40 Austin saloon de luxe, grey, one owner, 11,000 miles; £590.—Haskins, Ladbroke 1155.**1952** Austin A40 sports, excellent condition; £465.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (C4019)**1951** (August) saloon, dark green, with heater, one careful owner; bargain; £495.—Campbell Symonds. (C1057/1)**1951** Austin A40; £495; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2035)**1951** (Sept.) Austin A40, grey, heater, 12,000 miles only, one owner; £545.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. (C4056)**1953** A40 Somerset drop head coupe, one owner, 10,000 miles, colour coat blue; £635.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)**ARCHIE SIMONS & Co., Ltd.**—1952 model A40 Countryman, green, nominal mileage, one private owner since new; £565.—94, Gt. Portland St., W.1. Lan. 1345. (C4015)**1953** Austin A40 coupe, blue, fitted heater and loose covers, 3,000 miles only; £635.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. (C1065)

AUSTIN A40

1949 (Sept.) Austin A40 Devon saloon, heater, one owner, excellent condition; £425.—Write Box "W.B." c/o J. W. Vickers & Co., Ltd., 7-8, Great Winchester St., London, E.C.2. (B375)**JACK ROSE, Ltd.**, offer 1953 Austin A40 coupe, a beautiful car, in grey, almost as brand new; accept £635.—Stafford Rd., Wallington, Surrey, Wallington 6677. (C3056)**1949** Austin A40 4-door, sun roof, radio, heater, taxed, black, immaculate; £465 or £114 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)**1952** Austin A40 Somerset, beige, heater, one owner, 18,000 miles; £370, also similar car 11,000 miles, £585.—Vardereville, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4037)**1952** (late) Austin A40 d/h coupe, pale green, leather to match, 14,000 miles, as new, guaranteed; £595 terms, exchanges.—Cyril Sheppard of Reading, Sonning 2345. (B596)**1951** A40 saloon, moderate mileage, heater, leather, column gear change, in perfect condition throughout; £495.—John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181-2. (C4051)**G & M ALFREDS (1956), Ltd.**—1949 Austin A40 Pick-up, ditto; and 1954 A40 Pick-up, 1,700 miles only;—6-7, Warren St., W.1. Euston 3268. (C1005)**545** ens.—Austin A40, November 1951, G.S.3 Devon saloon, pastel green, brown leather, steering column gear change, heater, one owner, exceptional; terms, exchanges.—Rowland Smith, below.**465** ens.—Austin A40, 1951, Devon saloon, sliding condition; terms, exchanges.—Rowland Smith, below.**395** ens.—Austin A40, October 1949, Dorset saloon, heater, excellent condition; choice of ten A40s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)**1952** Somerset, 15,400 miles, beige/black, stream-lined, Ace Rimbellishers, loose covers, one owner, bank manager sole driver, maintained at Car Mart, perfect mechanically and aptly; £585.—Trafalgar 5985. (B492)**1953** (March) Austin Somerset sun saloon, heater, grey, hide, upholstery, 9,000 miles, (tarian covers, one owner, taxed year, immaculate; £635.—E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Langham 2261-2. (C3067)**TANKARD & SMITH, Ltd.**, offer 1951 Austin A40 GS 3 saloon, black/brown leather, one owner, heater, low mileage, immaculate condition; £545, 3 months' written guarantee—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. (C4026)

Austin A40 Cars Wanted

C**THE CAR MART, Ltd.**, London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320 Euston Road, N.W.1. Euston 1212. (C0957/R)**R**—**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)**PRIVATELY** owned A40.—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. (W2037)**RICHARDS & CARR** buy A40 sports—35, Kinnerston St., London S.W.1. Sloane 5424. (W3045)**TOP** price paid for A40 or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

AUSTIN TWELVE

OVERSEAS CARS, Ltd., offer:—**1947** Austin 12 saloon, black, brown upholstery, heater; £375; for other Overseas car bargains see page 55.**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. (C3051)**1947** (June) 12hp saloon, black/brown leather, superb condition; £395.—Robbins, Putney, Tel. 4581. (C3010)**1940** model Austin 12, immaculate condition; £265.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6122. (C2066)**1946** Austin 12, 29,000 miles, one owner, radio, outstanding condition; £375.—Clarkes of Pirbright, Pirbright, Surrey, Tel. Brookwood 2201. (C1049)**£275**!!!—Genuine original condition, 1939, Austin 12/4 cabriolet, ful. 4/5-seater, undoubtedly the finest we have ever had; 3 months' guarantee; hire purchase, exchanges.**LAMBS OF WOOD GREEN**, Finchley Showrooms, L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2053)

Austin Twelve Cars Wanted

R—**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN SIXTEEN

BM**1948** (October) Austin 16 sunshine saloon, genuine immaculate, unquestionable mechanical order, gold line, brown hide upholstery.**1948** Austin 16hp saloon in exceptional condition, genuine one owner, taxed; £395.—Tel. Billingham 37. (B208)**CAR MART, Ltd.****LONDON** Distributors.**1952** Austin 16hp hire limousine; £895.—Car Mart, Euston 1212. Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1019)**1948** Austin 16hp saloon in exceptional condition, genuine one owner, taxed; £395.—Tel. Billingham 37. (B208)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Austin 16 saloon, in immaculate condition; £475.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

FURNAL Trade, New Hearse Austin 16hp A70. Write for Brochures. Note address.

ALPE & SAUNDERS (COACHBUILDERS), Ltd. A Head Office Hearse Enquiries, Station Approach, New Gardens, Richmond 1161. [C5897]

1947 Austin 16 de luxe saloon, black with brown leather, heater, an attractive car; £375. [C575]

G & R GARAGE, Ltd., 33, Victoria Rd., Surbiton, Middlesex 6755. [C2068]

1948 (October) Austin 16, heater, immaculate £425.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063]

1949 Austin 16 saloon, sliding head, duo green, leather, good tyres, excellent mechanical order, first class condition throughout; £445.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [C2038]

HIRECAR Limousine (1950/51) partitioned, 7-forward, leather, moderate mileages, black, certified mechanically, selection from £625. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006]

Austin Sixteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HIRECAR Limousines urgently required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006]

AUSTIN A70 & A90

ALWAYS

AUSTIN A70s. A selection with a written guarantee

A and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham

Junction, S.W.11. Bate. 2252. [C5022]

CAR MART, Ltd.

LONDON Distributors.

1952 Austin A70 Hereford saloon, heater; £635.

1951 Austin A70 Hereford saloon, heater; £580.—

Car Mart, Ltd., Austin House, 297, Euston

Rd., N.W.1. Euston 1212. [C1039]

CAR MART, Ltd.

LONDON Distributors.

1952 Austin A90 Atlantic saloon, heater; £715.—

Car Mart, Ltd., Austin House, 297, Euston

Rd., N.W.1. Euston 1212. [C1039/1]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1949 Austin A70 Hampshire left-hand-drive saloon,

coachwork and interior unmarked, heater

fitted, sound mechanical order, taxed; 395gns.

HIRE purchase terms on the spot with no references,

no formalities or guarantors; part exchange on

your present motor cycle or car; always 200 cars under

£400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6.

R. Malda Vale 6044, connecting all branches and de-

partments (Kilburn Park Station. Bakerloo line, 150

yards). [C2047]

SCOTT CARS offer:—

1950 A90 drop head electric hood, perfect; £525.

SCOTT CARS, 347, Finchley Rd., London, N.W.3.

Hampstead 2100/3676. [C4016]

B. J. HUNTER, Ltd., offer:—

1952 Austin A90 Atlantic saloon, radio, heater.

etc.; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway,

N.W.2. Glidstone 6303. [C2040]

HAROLD SIMONS, Ltd., offer:—

1953 Austin Hereford saloon, 10,000 miles, one

owner; £775.—Below

1952 Austin Hereford, 12,000 miles, one owner;

£575; both cars in excellent condition; 3

months' written guarantee; service after sale; ex-

changes, deferred.—Harold Simons, Ltd., 397-401, High

Rd., East Finchley, N.2 (at North Circular Cross-

road; 3 minutes trolley East Finchley Tube). Finchley

0052-53. [C4065]

WARWICK WRIGHT, Ltd., offer:—

1951 (October) Austin A70 Countryman, beige,

heater, 26,000 miles; £675.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.

Mayfair 976. [C4045]

GUY SALMON AUTOMOBILES offer:—

1953 Austin A90 Atlantic saloon, 13,000 miles from

new, grey/grey leather, radio and heater,

exceptionally good example; £785.—Portsmouth Rd.,

Thames Ditton, Esherbrook 5551-2-3. [C4001]

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Austin A70 saloon, fitted radio, heater, taxed

year, mint condition throughout; £465.—Wat-

ford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5.

[C2034]

DAGENHAM MOTORS, Ltd., offer the following

car:—Austin Hereford, green, 27,000; £595.

1952

Park Lane, W.1. Hyde Park 4666: 379, Ealing

Rd., Alington, Midx., Perivale 3388; and 6, 8

and 12, Sangley Rd., Catford, S.E.6. Hither Green

4821. [C1066]

1950 Austin A70, one owner, radio, heater, mech-

anically sound throughout; £450.

LYNE, FRANK & WAGSTAFF, 35, Crouch End Hill,

N.8. Mountview 4401. [C2058]

AUSTIN A70 & A90

1950 Austin A70 saloon, one owner; £485: 3

months' guarantee; terms and exchange.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,

Hornsey, Mountview 5228 and 5774. [C4054]

1952 (Oct.) A90 saloon, blue/grey, 17,000 miles,

radio, heater, one owner guaranteed; £695.

RIPPO, Ltd. (Autos purchased), 16, Albemarle St.,

Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

£645.—1952 Austin A90 saloon, black, red uphol-

stery, recorded mileage 16,000, fitted heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks.

Tel. Denham 2266. [C1070]

1950 Austin A70 saloon; £475.—Hillingdon Motors,

325, Long Lane, Hillingdon, Tel. Uxbridge

412. [C2062]

1952 Austin A70 saloon, beige, brown leather;

£595.—Stratstone, Ltd., 40, Berkeley St., W.1

(Mayfair 4404). [C4022]

1953 (April) A70 Hereford, heater, fern green,

S/L head, 7,000 miles, as new, one owner;

£675.—Box 4093. [B358]

1952 (November) A70 Hereford saloon, many

extras, spare unused; £635.—Robbins, East

Putney. Tel. 4581. [C5010]

A70 Estate car, late 1952, 18,000 miles, equal to

new £121. Broadway Motors, 67, High St.,

Hounslow, Hou. 0175. [C1026]

AUSTIN A70, 1950, black, one owner, with heater;

£450.—S. Bowen & Son, Hillside Garage, Edgware.

Tel. Edgware 4464. [C1023]

1951 A90 saloon, one owner, linkmata, heater, low

mileage; £585.—Richards & Carr, 35, Kin-

nerton St., London, S.W.1. Sloane 5424. [3045]

1952 Austin Hereford saloon, fawn, radio, 12,000

miles; £625.—Halls (Finchley), Ltd., Odeon

Parade, N. Finchley, N.12 (Tally Ho), Hill. 1044.

[B382]

1952 A90 saloon, beige, one owner, heater, 13,000

miles; £635.—Marston Motor Co., Ltd., Seven

Slaters Rd., London, N.15. Tel. Stamford Hill 6220.

[B626]

A90 December, 1952, saloon, black, red leather,

12,000 miles, one owner; £600.—Woodman, 43,

Lythalls Lane, Foleshill, Coventry 88309 (daytime).

[B493]

£495!!!—Austin Atlantic drop head coupe, 1940,

very late registration car in cream, out-

standing value; choice of three others 1950/1951.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel.

2041; open till 8 p.m. Mondays to Saturdays;

write for catalogue. [C1035]

1950 A70 Hampshire saloon, radio, heater, guaran-

teed; £475; exchanges, terms.—Palmer, 3,

Russell Gardens Mews, Kensington, W.14. Park 3073

and 5968. [C3034]

£575!!!—1950-1 Austin A90 convertible, fitted elec-

tric top, electric windows, magnificent and

spotless specimen 3 months' guarantee; hire purchase,

exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms,

L 421-423, High Rd., Finchley, N.12 Finchley 6221.

(East Finchley Underground). [C2052]

1950 Austin A90 convertible, radio and heater,

low mileage, beautiful condition; £535.—

Taylor & Crayley, Hyde Park Corner, 33, Grosvenor

Crescent Mews, S.W.1. Sloane 5213. [C4036]

1952 model Hereford, 19,000 miles only, fitted

radio and heater, loose covers, spotless con-

dition; bargain, £595.—A.Z. Motors, 100, Palmerston

Rd., N.W.6. Mal. 4723. [C1011]

1952 series Austin A90 Atlantic saloon, black/

light green hide interior, radio and heater,

18,000, as new; £650.—Consider part exchange.—14,

Offington Gardens, Worthing, Swaneden 849. [C4027]

ARCHIE SIMONS & Co., Ltd.—1953 A70 saloon,

green, brown hide upholstery, fitted sun roof and

heater, one private owner since new, genuine mileage

12,000 only; £595.—94, Gt. Portland St., W.1. Lan.

1343. [C4013]

1953 (November) Austin A70, grey with blue

leather interior, fitted heater, 3,000 miles

only, as a brand new car in every respect.—Bells

Service Garages, 144, London Rd., Kingston-on-Thames.

Kingston 1185. [C1016]

1951 Austin A90 saloon, fitted radio and heater,

blue with beige leather, beautifully main-

tained by one private owner; £610.—R. S. Currie &

Co., Ltd., 105, Westbourne Grove, W.2. Baywater

0085. [C1065]

G & M ALFREDS (1936), Ltd., formerly Guy

Alfreds.—1951 Austin A70 saloon, mil-

age 8,900 only, heater, superb, £545; 1951 Austin A70

saloon, 8,500 miles only, as new throughout.—6-7,

Warren St., W.1. Euston 3268. [C1005]

£495!!!—Just decarbonised, new tyres and new

front suspension units, now perfect. 1950

A70 Hampshire saloon, fitted heater and radio, blue

and blue leather, must be driven to be appreciated.—

Northern Motors of Harrow, 188-194, Pinner Rd.,

Harrow 4444. [C3025]

Austin A70 and A90 Cars Wanted

C

THE CAR MART, Ltd., London distributors, wish to

purchase Austin A70 and A90 cars.—16, Uxbridge

Rd., Ealing, W.5. Ealing 6600. [0353/R]

RICHARDS & CARR buy Austin A90.—35, Kinner-

ton St., London, S.W.1. Sloane 5424. [W3045]

ROWLAND SMITH'S, the Car Buyers.—Highest cash

prices for Austin A70 and A90.—Hampstead (Tube),

N.W.3. Ham 6741. [W4018/R]

AUSTIN EIGHTEEN

1938 Austin Windsor 7-passenger long chassis

saloon, excellent order; £325.—Autowork,

Ltd., Winchester, Tel. 4634. [C1010]

1937 Austin 18 limousine with division, leather in

front, blue cord in rear; this car is in per-

fect condition, owned by one family since new, and

been chauffeur-driven, would make a perfect hire car;

£310.—Evenings, Prospect 2175. [B536]

AUSTIN EIGHTEEN

7-PASSENGER 1938 Windsor Saloon, black, leather

upholstery, magnificent condition, certified mechani-

cally. £450. Alpe & Saunders Ltd., Providence Court,

North Audley Street. Mayfair-2941. [C1006]

Austin Eighteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash

prices for Austin 18.—Hampstead (Tube), N.W.3.

Ham. 6041. [W4018/R]

7-PASSENGER privately owned 1938/39 Limousine,

also Saloons, urgently required, cash waiting. Alpe

& Saunders Ltd., Providence Court, North Audley

Street. Mayfair-2941. [W1006]

AUSTIN TWENTY

MAYFAIR limousine, black, face forward seats,

leather throughout, very good condition; £250.—

Golly's Garage, Earls Court Rd., S.W.5. Fre. 6375.

[7951]

AUSTIN A125 & A135

ACRES offer:—

1951 Austin Sheerline saloon, grey, heater and

radio, many extras, beautifully kept and

maintained by an extremely careful owner, in-

distinguishable from new; £695.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, Lon-

don, S.W.2. Tulse Hill 1909. [C1002a]

BENTALLS, Ltd.

1951 Austin Sheerline saloon, 18,000; £745.

1949 Austin Sheerline saloon; £540.

KINGSTON-ON-THAMES. Tel. 1001. [B622]

CAR MART, Ltd.

LONDON Distributors.

1951 Austin A125 Sheerline saloon, radio, heater;

£695.—Car Mart, Ltd., Austin House, 297,

Euston Rd., N.W.1. Euston 1212. [C1039]

COACHCRAFT offer:—

PRINCES (July, 1949), one private owner, beau-

tifully maintained and in superb condition through-

out, a better example would be hard to find, every

conceivable extra; £645; 3 months' mechanical guar-

antee; terms and exchanges.—Coachcraft, Elm

Evenham, Tel. 6539. [C1053]

H. A. SAUNDERS, Ltd., offer:—

1952 Austin Princess saloon, black with brown

upholstery, radio, heater, recorded mileage

10,000; £1,195.

836—842, High Rd., N.12. Hillside 5272 (8 lines).

[C2027]

PHILIP RICKARDS, Ltd., offer:—

1952 Austin Princess saloon, black, 10,000 miles;

part exchanges, deferred terms.—4, Brick

St., Park Lane, London, W.1. Grosvenor 4772-3.

[C3051]

SWANMORE GARAGE, Ltd., offer:—

1949 Austin Princess, black, immaculate, 24,000

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A135 and A136 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin A135 and A136 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0552/R]
H A. SAUNDERS, Ltd., Golders Green, require:—
 SHEERLINES, and Princesses for cash.

A USTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C1004]

7-SEATER Sheerline Limousine required—cash waiting. Alpe & Saunders Ltd., 2, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Austin Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

M ARSTON MOTOR Co. for your Austin.—Tel. Sta. 2000. Seven Sisters Rd., Tottenham, N.15. [0598/R]
W EYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin—Tel. Weybridge 235. [0541/R]

XXX H. F. Edwards offer immediate cash for good Austin cars.—Details please to: 200, Great Portland Pl., London, W.1. Tel. Langham 0013. [W2005]

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts, pre-war and post-war, spares in stock; open Saturday until 8 p.m.; night service available.—Wimbolden Motor Works Ltd., Main Parts Stockists, 29 High St. S.W.19. Wim. 0123. [0414/R]

N ORMAND, Ltd., 405-5, King St., W.6. Riv. 3665. [0229]

THE CAR MART, Ltd.,

L ONDON distributors; spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 18, Oxbridge Rd., Ealing, W.9 (Ealing 6500), and 382, Streatham High Rd., S.W.16 (Streatham 0054). [0160/R]

C. D. NORMAN & Co.,

A UTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1, Victoria 2211. [0271/R]

A USTIN genuine spares and specialist service in the West End.
S MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [0500/R]

F OR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0305/R]

A USTIN, the main agents, for spares, service and repairs.
T EL. Lankaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 5151-4. [0019/R]

A USTIN, spares, any year, any part: largest stockists in U.K.; exchange units—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop 2832/2820. [0729/R]

A USTIN 7 spares.—Largest stockists, lowest prices; etc.: s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0488/R]

A USTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford, Peltbam, Middlesex. Tel. Peltbam 4274/5. [0399/R]

P RYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acree Lane, S.W.2. Brixton 1155. [0184/R]

BENTLEY (3½, 4½-litre and New 4½-litre)

C AR MART, Ltd.

1952 Bentley 4½-litre standard steel saloon; £2,850.
1951 Bentley 4½-litre standard steel saloon; £2,450.
1950 Bentley 4½-litre Freestone & Webb saloon; £2,850.

C AR MART, Ltd., 57, Davies St., Berkeley Sq., W.1. Mayfair, 5011. [C1039]

W M
W ELBECK maintain a standard of perfection in used cars never before achieved.

1949 Bentley steel saloon, in black with grey leather, one owner, 44,000 miles, excellent history (£400 spent in 1953); the car looks and runs like new. £1,925.

W ELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3391 (6 lines). [C0409]

TAYLOR & CRAWLEY offer:—

1948 Bentley Mark VI with James Young 4-door sports saloon, 59,000 miles, very well maintained throughout; £1,975.

1948 Bentley P.S.C. saloon, immaculate throughout, full and very satisfactory history; £1,795.

1948 Bentley P.S.C. saloon, very well maintained; £1,695.

HYDE Park Corner, 33, Grosvenor Crescent Mans., S.W.1. Sloane 5213. [C4036]

£1475—1947 (November) Mark VI steel saloon, black, one owner.—Valentine 4674 after 6. [C2018]

BENTLEY (3½, 4½-litre and New 4½-litre)

J B
J ACK BARCLAY, Ltd.,
E XCLUSIVELY for Rolls-Royce and Bentley.

L ARGEST official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

E XAMPLE—1951 2-door saloon coupe by James E. Young, painted grey and green and upholstered in grey leather, speedometer reading 16,000 miles; price £3,750.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. May. 7444. [C1082]

R IPPON.

R IPPON.

R IPPON BROS., Ltd.,

T HE Northern Bentley specialists, offer the following cars, in first-class condition:—

1953 (July) Mark VI Standard Steel saloon, grey with blue leather upholstery, mileage 3,000; price £4,000.

1951 (March) Mark VI Standard Steel saloon, Tudor grey with blue leather upholstery, mileage 31,000; price £2,750.

1951 (Jan.) Mark VI Standard Steel saloon, Tudor grey with grey leather upholstery, mileage 29,000; price £2,650.

1950 (June) Mark VI Standard Steel saloon, mistletoe green with tan leather upholstery, mileage 29,000; price £2,550.

F OR further details apply to:—

R IPPON BROS., Ltd., Huddersfield 7070 (10 lines) Also at Bradford, Leeds and Sheffield. [0906/R]

L F. WARD, Ltd.

1949 Bentley Mark VI saloon, one owner, 37,000 miles; perfect car.

L F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath, Tel. Thornton Heath 3347. London office: Mayfair 0146. [C4045]

SUPPLY & DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS SECOND-TO-NONE in PULLING POWER

P B. Ltd., offer:—

1936 (August delivery) 3½-litre Bentley, Freestone & Webb, mitred edge sports saloon, black, blue leather.

P ADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3023]

J ACK OLDING, Ltd.

O FFICIAL Bentley and Rolls-Royce retailers, offer from their stock:—

1953 (July) 4½-litre large bore big boot standard steel saloon, low mileage; £3,750.

1951 (June) 4½-litre standard steel saloon, two shades of grey/red hide; £2,650.

1950 (March) 4½-litre standard steel saloon, black/beige leather, one owner; £2,350.

1950 4½-litre H. J. Mulliner saloon, black/brown leather, one owner; £2,675.

1949 (Aug.) 4½-litre 2-door Countryman saloon, two shades of grey and polished wood, grey leather; £2,350.

1949 (Aug.) 4½-litre standard steel saloon, black and blue with blue leather; £1,975.

A UDLEY House, North Audley St., W.1. Mayfair 5342. [C3030]

M ANN EGERTON & Co., Ltd.,

O FFICIAL Bentley & Rolls-Royce retailers.

1947 Bentley 4½-litre steel saloon, black with red leather upholstery, 54,000 miles; £1,650.

1950 Bentley 4½-litre steel saloon, black with brown leather upholstery, 34,000 miles; £2,450.

1951 Bentley 4½-litre H. J. Mulliner special sports saloon, grey with maroon leather upholstery, 15,000 miles; £3,500.

1952 Bentley 4½-litre steel saloon, velvet green with beige leather upholstery, 31,000 miles; £2,950.

M ANN EGERTON & Co., Ltd.,
 14, Berkeley St., W.1. Hyde Park 2073. [C2036]

BENTLEY (3½, 4½-litre and New 4½-litre)

H R. OWEN, Ltd.,

L ONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 standard steel sports saloon, midnight blue with beige hide; £3,800.

1951 Mk. VI standard steel saloon, green with green hide, 31,000 miles; £2,550.

1950 Mk. VI standard steel saloon, black with brown hide, 50,000 miles; £2,500.

1949 Mk. VI standard steel saloon, black with beige hide, 59,000 miles; £2,200.

1948 Mk. VI standard steel saloon, black with blue hide, 64,000 miles; £1,950.

W E are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

H R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5032]

M AIDSTONE ENGINEERING Co.

1938 Bentley 4½-litre Park Ward Sportsman's saloon, recently refinished in black with light blue centre panels. The interior is upholstered in powder blue leather throughout with the original carpets to match, this car is without doubt one of the finest and certainly the most attractive Bentleys we have ever handled, open to any trial, photograph sent to genuine enquiries; £2,950.

1935/6 Bentley 3½-litre, similar to above but finished all black with fawn leather interior, etc.; £2,675.

C ROSS ST., Peadieton, Salford, 6, Manchester. Pen. 3457. [C3000]

K NIGHTSBRIDGE MOTORS, Ltd.

1948 (June delivery) Bentley Mark VI standard steel saloon, finished in black with grey hide, a brilliant one-owner car, 45,000 miles only and in impeccable condition; £1,950.

1949 (April delivery) Bentley Mark VI, fitted with a beautifully proportioned drop head four-seater coupe by H. J. Mulliner, two-tone grey/blue with pale fawn hide and silk mohair hood, 40,000 miles only and in first-class condition; £2,250.

3 Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2063]

C AMDEN MOTORS for Bentleys:—

1937 Thrupp & Maberly 4½-litre sports saloon, one owner since 1943, post-war history available; £795.

1937 Vanden Plas 4½-litre drop head foursome coupe, superbly maintained; £795.

1937 Gurney-Nutting 4½-litre drop head foursome coupe, 2 previous owners, mechanical reconditioning within the last 10,000 miles; £845.

1936 Mulliner 4½ sports saloon, late registration car fitted discs and £100 worth of extras rebored 1952; £725.

1936 (Jan.) Vanden Plas sports saloon, black/blue leather, radio, new tyres; £695.

C HOICE of three 1935/6 3½-litre saloons, Park Ward. Vanden Plas, Thrupp & Maberly.

C AMDEN MOTORS for Bentleys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

S WANMORE GARAGE, Ltd., offer:—

1952 Bentley sports saloon; £2,975.

1950 Bentley 4½ Mk. VI steel saloon; £2,465.

1949 Bentley 4½ full r/s saloon by Freestone & Webb; £2,695.

1934 Bentley 3½ 2-door sports saloon by Salmond; £850.

S WANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Bournemouth. Tel. Southbourne 43344-43345. [C4024]

S ANDERSON & HOLMES, Ltd., Derby.

T HE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Rutland and Burton-on-Trent. Derby 4771-6. [C4072]

H A. SAUNDERS, Ltd., Golders Green, offer:—

1948 (July) Bentley Mk. VI standard steel saloon, overhauled, excellent history; £1,695.

A USTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C1004]

C OOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Bentley Mark VI steel saloon, maroon and silver with grey leather upholstery, 1949 modifications, engine recently completely overhauled by manufacturers; £1,725.

C OOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford Guildford GU907-4-9. [C1057]

B ENTLEY 3½-litre Barker saloon, 1935 (November); £425.

G EORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3025]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer:—

1935 Bentley 3½-litre Park Ward saloon, black, brown leather, radio, heater, excellent condition throughout; £550.

1947 Bentley steel saloon, one owner, excellent condition; £1,675, below.

1947 Bentley Vanden Plas 4-door sports saloon, exceptional condition; £1,595.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. [C3006]

1934 Bentley 3½ saloon; £395.—Anthony Crook, Caterham Hill, Surrey. [C1063]

C ASS'S MOTOR MART—1936 (Sept.) 4½ Park Ward drop head coupe, outstanding condition.

1937 Bentley 4½ Park Ward saloon, superb—S. Warren St. W.J. Euston 4110. [C1040]

B ENTLEY 1953 saloon, black/red, 26,000 miles, new tyres, seat covers, other extras; £3,000.—Box 4056, 16234.

1949 Bentley Mark VI standard saloon, green, hood interior, equipped with radio and loose covers; £2,250.

P ARKERS, Ltd., Bradshawgate, Bolton 4080. 18399

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

C H. ROLLETT, Ltd., Officially Appointed Rolls-Royce & Bentley Retailers & Repairers, offer:

1951 Bentley Mk. VI standard steel saloon, most attractive colour scheme, black and grey with grey hide, one owner, 26,000 miles only, perfect car, full history available. £2,750. [C1012]

1950 (Oct.) Bentley Mk. VI standard steel saloon, black, beige leather, one owner, 49,000 miles, chauffeur maintained, at present undergoing pre-sale checkover. £2,425.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair G366.

SERVICE, Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1934 3½-litre Park Ward sports saloon, P.100s, discs, bumpers, taxed: £425.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1012]

BENTLEY 3½-litre August, 1935, special 4-door sports saloon, heater, radio, many extras: £575.—Duchess of Wimborne, Dorset. Tel. 108-109. [8273]

1935 Bentley 3½-litre Park Ward saloon in original condition throughout and well above average; excellent mechanical order; £650; London.—Box 4085, Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

1937 3½-litre Park Ward saloon, in black and silver grey, checked by makers and in superb condition throughout.—Machin, Kennedy House, Kingsland, Shrewsbury. [8634]

1951 Bentley 4½-litre James Young 2-door saloon, black, beige hide, moderate mileage, immaculate: £3,000.—St. Verthone Motors, Ltd., 11, Langley Square, W.1. Euston 7611. [C4011]

1952 Bentley (June), large bore, 2-colour grey, radio and heater, white wall tyres, 17,000 miles.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

1951 (July) Bentley all steel saloon, maintained entirely by Bentleys, black, one owner; £2,650.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho), Hil. 1044. [8393]

1952 Bentley 4½-litre standard steel saloon, super condition, private owner, 1953, 1954, 1955, from new: £2,850.—Henry Poole & Son, Ltd., 21, Hunters Rd., Birmingham, 19. Tel. Northern 0346. [8351]

£595!!!—Bentley 3½-litre special sedan coupe, 4/5-seater, immaculate throughout, 1934, but looks in post-war condition; 3 months' guarantee hire purchase, exchanges.

L AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 6221. (East Finchley Underground.) [C2052]

1947 (Sept.) Bentley 4½-litre Mark VI standard steel saloon, black with brown leather upholstery, running roof, fitted with radio, heater, demister and windscreen washer, immaculate condition; £1,950.

THREE months' comprehensive guarantee; part exchange and hire purchase.

KENNINGS, Ltd., Leadmill Rd., Sheffield, 1. Tel. 26451.

1936 Bentley 4½-litre, modern looking saloon, body by Thrupp & Maberly; excellent mechanical condition; £875.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692 or 7038. [C2019]

ROLLS-BENTLEY 1954 Continental tourer with full weather equipment by Prestone & Webb, B.R.O., impeccably maintained and in mint condition; an outstanding Bentley of quite unique appearance: £300.—Simmons, Grosvenor 1188, 2635. [8385]

BENTLEY V (June, 1948) standard steel saloon, finished black with beige leather, radio and heater and fitted with all up-to-date modifications, wheel spats, etc.; whole car in immaculate condition, Bentley service maintained; recorded mileage 48,000; very highly recommended at £1,950.

MOOR GARAGE, Romsey Rd., Cadnam, Hants. Cadnam 3501.

E VANS & O'GALLEY offer 1949 Bentley Mark VI 4-door saloon by Prestone & Webb, finished in black with red hide upholstery, fitted H.M.V. push-button radio, heater and electric rear blind, this body was built to special order of one previous owner, and the complete vehicle costing £6,700 maintained by Bentleys with excellent history, nominal mileage, one of the most exceptional post-war Bentleys offered: £2,700.—Lowndes St., Knightsbridge S.W.1. Sloane 1353 and 1709. [8502]

4½-LITRE Park Ward 1938 sports saloon, exceptional throughout, black, opportunity. £265. Another Sports Thrupp with boot, (registered 1937), exceptional throughout, immaculate. £735. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

£275!!!—Specimen Bentley short chassis Red Label sports 4-seater, rebuilt and re-registered 1951 with low pressure tyres, chrome radiator, electric pump, modern lighting, excellent bargain; 3 months' guarantee hire purchase, exchanges.

L AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 6221. (East Finchley Underground.) [C2052]

Bentley Cars Wanted

WE will buy or part exchange your Bentley for a new one.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064]

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69 West St., Crystal Palace S.E.19. Livingstone 3562. [C1062/R]

TAYLOR & CRAWLEY will buy low mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—Hyde Park Corner, 33 Grosvenor Crescent Mews, S.W.1. Sloane 5215. [W4036]

JACK OLDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [W3030/R]

Bentley Spares and Service

JACK BARCLAY (SERVICE), Ltd.,

L ARGEST official repairers Bentley cars. Servicing or overhaul work, coachwork renovations and accident work, large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Pixnam 2223. [S1082/R]

C H. ROLLETT, Ltd., officially appointed repairers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair G366.

S PARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R]

ALL spares and replacements for pre-war Rolls-Royce Bentleys; full repair service at most reasonable prices.—Compton, 69, West St., Crystal Palace, Tel. Livingstone 3562. [C4080/R]

B.M.W.

JACK ROSE, Ltd., offer—1939 B.M.W. Type 327/80 saloon in beautiful dark grey with beige leather upholstery, fitted Audie telecontrols, heater, twin flame-throwers, in truly rare condition with amazing performance: £2,515.—Shafted Rd., Wallington, Surrey, Wallington 6677. [C3056]

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hamstead (Tube) N.W.3. Ham. 5041. [W4018/R]

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R]

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required. [0827/R]

RAYMOND WAY, of Kilburn. [0827/R]

BRISTOL

L. F. WARD, Ltd.,

1953 Bristol 401 saloon, 11,000 miles only, extremely clean car.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath S.W.15. Thornton Heath 3349. London office: Mayfair 0146. [C4043]

A NTHONY CROOK.

NEW and used Bristols in stock. 403 and 404 cars for demonstration.

A NTHONY CROOK.—1953 403, 11,000 miles.

A NTHONY CROOK.—1952 401, 10,900 miles.

A NTHONY CROOK.—1950 401, 29,000 miles; £1,250.

A NTHONY CROOK.—1948 400, 37,000 miles; £865.

A NTHONY CROOK MOTORS, Caterham Hill, Surrey. Tel. 2232. [C1063]

A NTHONY CROOK MOTORS, 14/16, High St., Esher, Surrey (callers only). [C1063]

K EVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1 Gros. 2563. [C2054/R]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Bristol 400, radio, heater: £950 (choice of two).

1948 (Nov.) 400, green with beige leather, fitted with heater, radio and 401 engine modifications: £925.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford G2097-8-9. [C1087]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R]

BARTLETT.—Bristol 1948/49 type 400 saloon, many extras: £925.—27a, Pembroke Villas, W.11. [C1013]

BRUIONS, Ltd.—Bristol 1948 400, excellent condition, heater, taxed: £885.—15-14, Oslen Mews, Empress's Gate S.W.7. Fremantle 0342. [C1026]

1952 Bristol 401, grey, 14,000 miles, radio, heater, exceptional condition: £1,750.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [8534]

1948 Type 400 Bristol saloon, modified chassis and bodywork, recently overhauled, colour black, £975.—A.F.N., Ltd., London Rd., Isleworth, Middlesex, Hounslow 0011. [C2015]

1952 (Jan.) 401 saloon, 17,000 miles, dark Bristol metallic green beige, leather upholstery, one owner, screenwash and seat covers, 403 brakes: £1,725.—George Newman & Co. (Brighton), Ltd., 39-40, Old Steine, Brighton 28102-4. [8408]

Bentley Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040]

BRISTOL 401 wanted urgently.—Bowles, 18, Elm Park Court, Pinner. Tel. Pinner 360. [C1065]

BARTLETT will pay more for good Bristols.—27a, Pembroke Villas, W.11. Baywater 0523. [W1013]

Bristol Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hamstead (Tube) N.W.3. Ham. 5041. [W4018/R]

A. F. N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Palmox Works, London Rd., Isleworth, Middx. (Hounslow 0011). [0476/R]

E. & K. THOMAS, Ltd., 17/19, Loughborough Rd., West Bridgford Nottingham, Tel. 84736, official Bristol retailers, require good used 401 Bristol saloon. [5205]

XXX H. F. Edwards offer immediate cash for good Bristol cars.—Details please to: 28-30, Upper High St., Epsom Surrey. Tel. Epsom 9403. [W2001]

£140—B.S.A. Scout 1936 2-seater, very good condition, recent rebore, etc.; offers considered. —Tel. Bexleyheath 5545. [6299]

125ms.—B.S.A. Scout, 1939 series 6 10hp 2-seater, choice of 6 Scouts; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [C4016]

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hamstead (Tube) N.W.3. Ham. 5041. [W4018/R]

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R]

BUGATTI

BARTLETT.—Bugatti, one of the rare 57 S.C. 130 mph coupe, almost unmarked: £295.—27a, Pembroke Villas, W.11. [C1013]

UNUSUAL vintage Bugatti recently imported, typically French 2-door coupe with supercharged, 1310 cc 8-cylinder engine, low mileage and good condition: £295.—Lemon Burton, Lonsdale Rd., London, N.W.6. Maida Vale 1331. [8558]

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service Lonsdale Rd., Kilburn N.W.6. Maida Vale 1331. [0071/R]

BUICK

RHD 1951 Buick, super, black, all extras.

RHD 1947 Buick, radio and heater, black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]

BUICK—Sole concessionaires, Lendrum & Hartman, Ltd., have available the following in their showrooms:

1952 Buick, right-hand drive, colour dark blue, radio, heater; this car has only gone 14,000 and is as new.

EXORD & HARTMAN, Ltd., Buick House, 1 Albemarle St., London, W.1. [8606]

1937 Buick 7 passenger limousine, not ex hire car; £375.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022]

G & M ALFRED'S (1936), Ltd., formerly Guy Alfreds.—1939 Buick Viceroy saloon, one owner, as new, 1952 condition—6-7, Warren St., Euston 3268. [C1005]

1939 Buick saloon, excellent condition: £250; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 5122 (opp. G.P.O.). [C3055]

1949 Buick Roadmaster Riviera convertible, power radio, heater, just decarbonised and thoroughly checked throughout: £1,045.

TAYLOR & CRAWLEY, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5215. [C4036]

ROSE & YOUNG, Ltd., offer—1939 Buick Viceroy saloon, beautiful condition, black: £285.—65-69, St. John's Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tulse Hill 6464. [C3057]

£285!!!—1940 Buick 7hp de luxe saloon, luxurious leather interior like new, excellent chassis, practically new tyres, bargain price; also another 30hp Buick at £165; 3 months' guarantee, hire purchase, exchanges.

L AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 6221. (East Finchley Underground.) [C2052]

1949 Buick Super 4-door de luxe saloon, black and grey, maroon nylon covers, dual chrome jungle lights, taxed year, low mileage: £900 for quick sale.—20, Leamington Rd., Coventry. Tel. 68223. [8360]

BUICK Super, 1948 R.H.D. sedanette, Connaught green, fitted radio, heater, new Dunlop Whitewall tyres, torpedo style body, absolutely as new throughout, consider exchange for smaller post-war saloon.—Mr. Charles, 65, Wake Green Rd., Moseley, Birmingham. Tel. South 1338, evenings. [8500]

L IMOUSINE, 1939, partition, forward occasional, genuine low mileage, black, magnificent throughout, bargain in value. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. [W4013/R]

JOE THOMPSON (MOTORS), Ltd., require Buicks.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7181. [0804/R]

Buick Spares and Service

BUICK sole concessionaires Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction N.W.10. Tel. Elgar 7911. [0141/R]

CADILLAC

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]

THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Road, N.W.1. Euston 1212. [0958/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hamstead (Tube) N.W.3. Ham. 5041. [W4018/R]

BARTLETT will pay more for good Bentleys.—27a, Pembroke Villas, W.11. Baywater 0523. [W1013]

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CADILLAC
METCALFE & MUNDY, Ltd.

1947 Cadillac convertible, grey, Hydramatic, red hide, heater, radio, new hood; £795.
1949 Cadillac convertible, property of Royalty Ltd., from new, 32,000 miles, power operated hood, electrically operated front seat and windows, white wall tyres, Hydramatic drive, red hide upholstery, as new throughout.—250, Old Brompton Rd., S.W.3. Fremantle 5471. (C5064)

CADILLAC—Sole concessionaires, Lendrum & Hartman, Ltd., have available in their showrooms:—

1951 Cadillac 6219 4-door sedan, colour black, fitted with radio, heater, nylon loose covers, White Sidewall tyres, and this car has only done 16,000 miles and is as new. (C4036)

L ENDRUM & HARTMAN, Ltd., Buick House, 14 Albemarle St., London, W.1. (8607)

1949 Cadillac o.h.v., also 1951 and 1952 60 35, Fulham Rd., S.W.3. Kensington 4858. (C4038)

1938 Cadillac 7-passenger limousine, v. lately owned, in exceptional condition; £685.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverdale 6677-8. (C4043)

1949 (November) Cadillac model 62 sedan, radio, heater, nylon covers, 18,000 miles, brand new condition.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5215. (C4036)

CADILLAC Hydramatic Series 62 4-door sedan, black, 2-tone blue cloth interior, radio, air-conditioning, etc., one owner from new, beautiful condition; £1,300; exchanges and h.p. arranged.—Low Fell Motor Co. Ltd., Gateshead Bar 3588. Tel. 75532. (8577)

Cadillac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. (W4015/R)

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858. (C4038)

SOLE concessionaires, Lendrum & Hartman, Ltd., to purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (8004/R)

Cadillac Spares and Service
CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0012/R)

CHEVROLET
1949 Chevrolet Styleline 4-dr. saloon, L.H.D., radio, heater; £745.
1949 Chevrolet Styleline 2-dr. saloon, R.H.D., heater; £125. (W4028)

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), 15/14, Upper St. Martin's Lane, W.C.2 (Ad). Leicester Square Tube Stn., Temple Bar 3588. Tel. 75532. (C1027)

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." (C4015)

1951 Chevrolet, low mileage, colour black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. (C4028)

RHD 1951 Chevrolet de luxe 4-door sedan, one owner, 14,000 miles only, in new condition throughout.—Valentine 4674 after 8. (C3018)

1952 Chevrolet Styleline saloon, 14,000 miles only, immaculate condition, radio, heater, covers; £1,150.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5215. (C4036)

CHEVROLET Fleetline 4-door saloon, 1949/50, in beautiful condition, very low mileage, every possible extra; £690, o.n.o., 1950 or 1951 car taken in part exchange.—Frankel, 384a, Camden Rd., N.7. Tel. North 3636 or Amherst 7848. (8578)

Chevrolet Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. (W4015/R)

BRITISH & COLONIAL MOTORS, Ltd., distributors for London & Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, (Ad). Leicester Square Tube Stn., W.C.2. Temple Bar 3588. (W1027/R)

Chevrolet Spares and Service
CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Ad). Leicester Sq. Tube Stn., W.C.2. Temple Bar 3588. (81027/R)

CHRYSLER
COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Chrysler New Yorker r.h.d. saloon, total mileage since new 35,000, fitted radio, heater, loose covers, etc.; £800. (C1087)

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1087)

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." (C4015)

1937 Chrysler 28 saloon, immaculate, guaranteed; £145, payments.—Oldfield, 326, Kensington High St., W.14. Wes. 6851. (C3029)

£465!!!—1950 (reg.) Chrysler Plymouth 20hp special sports coupe, spotless condition, just had £150 overhaul including reconditioned engine, looks a million dollars and performs magnificently.—Below. (C4015)

£155!!!—1956-7 Chrysler 20 saloon, with overdrive, guarantee, hire purchase, economical 6-seater; 3 months' guarantee. (C4015)

L AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

1952 Chrysler New Yorker, left-hand drive, immaculate condition throughout, low mileage, radio and heater, semi-hydramatic fluid-drive; £1,525.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

Chrysler Cars Wanted
A UTOSALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belisae Rd., Swiss Cottage, N.W.8. Mal. 5555/2155. (0643/R)

Chrysler Cars Wanted
ROWLAND SMITH & Co., the Car Buyers.—Highest cash prices for Chrysler.—Hamstead (Tube), N.W.3. Ham. 6041. (W4015/R)

Chrysler Spares and Service
A UTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—39/65, Belisae Rd., N.W.8. Mal. 5555-2155. (0476/R)

CHRYSLER Specialist repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2854. (0361/R)

CHRYSLER and Dodge parts and reconditioned units also sheet metal parts, all models 1935-40, repairs by experts.—Carmo, St. John's Wood Roundabout, N.W.8. Fri. (C141). (8352)

CITROEN
W ELMORE MOTORS proudly offer the latest model at the very low Citroen Big 15.

1953 (model) Citroen Big 15, in black with red leather, new type luggage boot, bench front seat, very low mileage, as new; £740.

W ELMORE MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). (C4049)

BM
1948 Light 15 sunshine saloon, two owners, excellent mechanically, finished black with brown interior, very well shod, smart in every way having just been through our coachworks. £395, terms, exchanges.—Beverly Motors, Beverly Rd., Highgate Park, London, E.4. Larkwood 7208 or 2031. (C1086)

C. O. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully car-washed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. (0756/R)

JOHN S. TRUSCOTT, Ltd., for Citroen.

OFFICIALLY appointed retailers, new models from stock.

SEVERAL post-war Light 15 saloons; from £365 on for 1946 to 1953.

EXCHANGES, deferred terms.
173, Westbourne Grove, W.11. Bay. 4274. (C4035)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1954 Citroen Light 15, mileage under 1,000, grey, and red leather; £595.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

WORTHING MOTOR CO. Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. (4734)

1935 Citroen 12.8 saloon; £160; brown leather, engineer maintained.—Tel. Sil. 2045. (8326)

1953 series Big 6 Citroen, radio, 9,000 miles, one owner guaranteed, an outstanding example; £945.

R IPCO, Ltd. (Citroen Purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2852/3-4. (C8052)

1950 Citroen 15hp saloon, black, beige leather, one owner, 23,000 miles only, guaranteed as new; bargain; £499.

D OUGLAS CAR SALES, 406-422, Great Cambridge Rd., Enfield, Tel. Enfield 3150. (C1075)

REALLY good 1947 Citroen, complete systematic overhaul last few months, engineer maintained.—Uplands 2514. (8517)

1947 15 de luxe, recellulosed, engine and transmission overhaul, taxed year; £580.—Leicester 66007. (8510)

£335—Light 15 sun saloon, 1947, any trial; h.p./2152, Manchester. (8544)

1940 Citroen 15 coupe, excellent, guaranteed; £240, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (C4038/1)

£210—1937 Citroen 4-door saloon, black with red leather, excellent condition throughout.—Automo, Hampstead 3450. (8602)

1950 Citroen 15hp saloon, French model with high compression and 4-speed gear box, really fast; £380, o.n.o.—Henley-on-Thames 640. (8608)

£425!!!—1949 Light 15 de luxe saloon, grey, red leather, heater, etc., sliding roof, one owner, and in outstanding condition.

B RIAN FINCHLASS, Bugatti Sales & Service, 2, Penbridge Mews, W.11. Baywater 3951. After 6, Tulse Hill 755. (C8009)

1950 Citroen 15 saloon a magnificent car, guaranteed; £460, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (C4038)

A. Z. MOTORS offer 1949 Citroen Light 15 saloon, maintained by Citroen enthusiasts, real bargain; £395.—Palmerston Rd., N.W.6. Mal. 4723. (C1011)

£595!!!—1951 series Citroen Big Six saloon de luxe, small mileage, and specimen condition; 3 months' guarantee, hire purchase; exchanges.

L AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

1952 Citroen Light 15 saloon, sun roof, Galley heater loose covers, immaculate condition; £375.—Sargent & Collins, Bromley, Kent. Imperial 2242. (8556)

CITROEN (June, 1951) Light 15 saloon de luxe, finished black with red leather, one owner, moderate mileage, complete overhaul by makers last August, receipts shown; £595.

M OOR GARAGE, Romsey Rd., Cadnam, Hants, Cadnam 3301. (8282)

CITROEN
1948 (first licensed 1951) Citroen 15 saloon, 36,000 miles, one owner, in immaculate condition throughout.—Hole & Bryant, Ltd., 30-31, East Reach, Taunton 2121. (8516)

CITROEN 6-cyl. sal., 1952, maroon, additional heater, radio, one owner, fully guaranteed by G. C. Norman & Co., £795; also 1951 models in stock from £630.—Vic. 2211. (8601)

1949 Citroen Light 15, black de luxe saloon, moderate mileage, absolutely immaculate, fully guaranteed; £485.—Silverthorne Motors, Ltd., 11, Fittory Sq., W.1. Euston 7811. (C4011)

1949 Citroen Light 15 sun roof saloon, metallic silver with red leather, mechanically and in every other way faultless; £495.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. (C4040)

CITROEN distributors for sales, service and spares, demonstrations can be arranged for all models.—Rine Speedwell 9761, Gordon Cars (London), Ltd., 7/8, Russell Parade, Golders Green, N.W.11. (0011/R)

1950 Citroen 6-cylinder saloon, metallic grey, v. leather, 30,000 miles, one owner, excellent condition throughout; £595.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 663. (8261)

1950 series Citroen Light 15 saloon de luxe, grey, maroon upholstery, marvellous condition, heater, taxed year; £425; exchanges, h.p.—11, Perry-mead, Frestwich, Manchester. Frestwich 2957. (8637)

565 gns.—Citroen Light 15, 1951, sports saloon, gun-metal sliding head red leather, one owner, exceptional, terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. (C4019)

ROYS offer 1946 Citroen Light 15 saloon, black, amazingly good coachwork and performance, taxed; £545; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. (C3056)

1939 Citroen Light 15 saloon, French built r.h.d. export model, alloy wheels, alloy wing guards, 49,000 miles only from new, black/brown hide, an unrepeatable and beautiful car; £295.—Devonshire Motor Co., 190, Hunter House Rd., Sheffield. Tel. 62119. (8543)

1949 model Citroen Light 15 saloon, registered December, '49 in very nice order throughout with four new tyres, several extras; the cheapest ever at £395.—Portland Sports Autos, Meadowhead Garage, 106, Meadowhead, Sheffield 8. Tel. 45212, open Sundays (for inspection). (8557)

Citroen Cars Wanted
ROWLAND SMITH & Co., the Car Buyers.—Highest cash prices for Citroen.—Hamstead (Tube), N.W.3. Ham. 6041. (W4015/R)

A CE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. (Elgar 5565 (3 lines)). (W1000/R)

REALLY good Citroen required.—Stradling, 30, Har-ley House, N.W.1. (W1086)

CITROEN—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. (W4035)

Citroen Spares and Service
SOUTH of the Thames.

BALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3151-2. (0187/R)

WIDOMACE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive; trains 48-hr. service. (7764)

SHRIMPSON'S MOTORS, Ltd., London Distributors, Head office and showrooms.—242-244, Brompton Rd., S.E.3. Kensington 9464.

S PARE and service for Citroen, 44, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5480. (0727/R)

WOODFORD CAR MART, Essex distributors, for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. (0200/R)

BOWES ROAD GARAGE & ENGINEERING Co. Ltd., Bowes Rd., N.11 (Bow 2264); specialists on Citroen body repairs and mechanical overhauls, entire joints reconditioned 48-hr; all spares stocked. (0855/R)

Daimler
C AR MARTY Ltd.

1953 Daimler 2½-litre Consort saloon, heater; £1,325.—Car Mart Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (C1039)

GUY SALMON AUTOMOBILES offer:—

1952 Daimler 2½-litre, fitted Hooper 4-door Express saloon body, cost new over £4,000, 14,000 miles only, grey and black/grey leather, a superb quality motor car at a considerable saving under cost; £2,250.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C9001)

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre Empress sports saloon by Hooper (1952), black, beige leather; £2,500.

DAIMLER 2½-litre special sports coupe (1952), cream and green leather; £1,575.

DAIMLER 2½-litre Conquest saloon (1953), 4,000 miles; £1,325.

DAIMLER 2½-litre Consort saloon (1952), black, brown leather; £1,175.

DAIMLER 2½-litre saloon (1948), black, brown leather reconditioned; £750.

DAIMLER 2½-litre saloon (1947), blue, blue leather, remarkable value; £650.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4804), Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). (C4692)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

DENHAM'S GARAGE (ESHER), Ltd., offer:—

1952 Daimler Consort saloon, maroon, light beige leather, immaculate, one owner, car fitted radio and heater, 16,000 miles from new. £1,050.
1951 Daimler Consort saloon, black, brown hide, one owner, 18,000 miles since new, fitted radio and heater. £915.—Portsmouth Rd., Esher, Surrey. Tel. Esher 3560. [C1029]

BROOKLANDS: Individually new and used cars.

1953 Daimler 2½ Consort saloon, 8,500 miles.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029]

CHESHIRE BROTHERS, Ltd., Daimler Distributors.

DAIMLER 2½-litre Conquest saloon (1953), black with beige leather. £1,295.

DAIMLER 2½-litre Conquest saloon (1953), maroon with red leather. £1,295.

DAIMLER 2½-litre Conquest saloon (1950), green with green leather. £2,595.

DAIMLER 2½-litre saloon (1948), black with brown leather. H.M.V. radio. £2,595.

DAIMLER 2½-litre saloon (1947), grey with blue leather. Extras. £2,595.

DAIMLER 2½-litre saloon (1946), dark blue with blue leather. £2,575.

CHESHIRE BROTHERS, Ltd., 129, Mount Rd., Bebbington, Cheshire (Mounthwood 2523), and Myrtle St., Liverpool, 7 (Royal 6534). [C1013]

1952 Daimler 2½-litre Conquest saloon, black, one owner. £1,095.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C1023]

DAIMLER 1937 2½-litre saloon, black with brown hide upholstery, very carefully used. £225.

DUNHAM & HAINES, 46, Castle St., Luton 2100-1. [C1079]

DAIMLER 1948 2½-litre sports saloon, exceptional condition. £350.—Bartlett, 27a, Pembroke Villas, W.11. [C1013]

£566!!!—1947-8 Daimler 2½ de luxe saloon, small mileage, whole vehicle looks and runs like new. £566.

£635!!!—1949 Daimler 2½ saloon, spotless condition and bargain price; 3 months' guarantee; hire purchase, exchanges. [C1025]

LAMBS OF WOOD GREEN, Finchley Showrooms, 1521-523, High Rd., Finchley N.12. Finchley 6221. (East Finchley Underground.) [C1052]

1947 Daimler 2½-litre saloon, immaculate throughout. £495.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C1026]**1953** (May) Daimler Conquest, blue, mileage 7,000, fitted H.M.V. radio, etc. £1,100.—W. J. Pullen, Ltd., 52, West St., Sittingbourne. [C1074]**1953** (May) Daimler Conquest, colour green, mileage 12,000, in new condition; £1,250.—A. & B. Motors, Newton-le-Willows, Lancs. Tel. 3301-2. [C1023]**1948** model 2½-litre saloon, black, one owner, spotless; £550.—Welham, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [C1070]

DAIMLER 1935 limousine 7-seater, partition, exceptional condition; £350; by appointment.—12, Weymouth Mews, W.1. Langham 1961. [C1068]

£285—1958 Daimler 2½ de luxe 4-light de luxe saloon, black, brown hide, £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]**1950** Daimler special sports coupe, excellent condition, new hood; £1,135.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. S.o. 5213. [C1036]**1947** Daimler 2½-litre saloon, radio, heater, low mileage, immaculate throughout; £575.—Sidney Marcus, Ltd., 33, Soane St., S.W.1. Soane 3557. [C1006]**1953** (June) Daimler Conquest saloon, bronze with green leather upholstery, radio, windscreen washer, 10,000 miles; £1,255.—Coventry & Jeffs, Bristol 20091. [C1050]**1950** Daimler 27 saloon, black, spotless condition, 22,000 miles, body by Freestone & Webb, fitted with riding cloth seat covers.—Brands (Richmond), Ltd., Richmond, Yorkshire. [C1026]

EXCHANGE your present Daimler car for new or used models, demonstrations by appointment. Write or 'phone Ralph Clews at the old-established Daimler Agents, Coventry Motor Mart, Ltd., Coventry 2146. [C1044]

4800 miles guaranteed.—1951 Consort, taxed, new Dagenite battery just fitted, radio, floor covers, heater in every way indistinguishable from new, in blue with blue upholstery; £1,285.—Puggie, Bushey Heath, Herts, 1685. [C1017]**165** gns.—Daimler New 15, 1937, 16.2hp foursome drop head coupe, leather, preselector, good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C1018]

DAIMLER 2½-litre special sports coupe, late 1950, black with brown leather, radio, heater, windscreen washers, wing mirrors, etc., Goodyear life-guards, spare tyres, works maintained, perfect; quick sale 1,000 gns.—Tel. Sutton Coldfield 1267. No dealers. [C1031]

1936 magnificent Daimler 26hp 6-cylinder sports saloon, in outstanding condition, attractive body by Gurney Nutting with disc wheels, black with brown hide upholstery; this specimen car must be seen and driven to be fully appreciated; £395.—Henlys Corner, North Circular Rd., Tel. Finchley 0961. [C1066]

DAIMLER Conquest, September, 1953, car only used and registered by ourselves, colour light green, beige upholstery, small mileage, fitted radio; £1,295; list price with extras £1,550.—Walker & Ward, Ltd., Daimler, Lanchester distributors, Warwick Place, Cheltenham Tel. 3514/16. [C1046]

DAIMLER

LIMOUSINE, exceptional 1939 EL24, partition, forward occasional, black, privately chauffeured, mileage 35,000, immaculate, £635. Selection from £245. First class condition.

£225 occasional, exceptional chassis, ready service, bargain.

LIMOUSINE (outstrip tail), magnificent condition.

L 1937/32hp, widest occasional, certified mechanically, ready service. £465. Alps & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

Daimler Cars Wanted

KIRKWOOD CARS buy most types of Daimler—73, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037]

REQUIRED, good used Daimler.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

XXX H. F. Edwards offer immediate cash for good Daimler car.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

Daimler Spares and Service

KINGSTON-CHAMBERS Daimler agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin. 2241-2. [S4053/R]

DAIMLER and Lanchester specialists.—Debnam Motors 17, Atherton Mews, S.W.7. Western 4541. [S4053/R]

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [C1036/R]

DAIMLER-LANCHESTER specialists, service, chassis and coachwork repairs.—A. T. Tinsmus & Co., Ltd., 30, Wilton Row, Belgrave Sq., S.W.1. Soane 4665. [C1013/R]

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [C1046]

DAIMLER and Lanchester repairs, spares, gear boxes and coachwork repairs.—A. T. Tinsmus & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [C1066/R]

DELAGE

METCALFE & MUNDY, Ltd.

1950 special show model Delage, most attractive streamlined drop head coupe by Guillot of Paris, Mediterranean blue with blue hide upholstery, Cortal gear box, 29,000 miles, very fast, economical and elegant car; £575.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C1034]

Chiptead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

Delage Cars Wanted

REQUIRED, good used Delage.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

Delage Spares and Service

SELBORNE, World Concessionaires, engines and body repairs; parts supplied.—82, Park St., W.1. [C1059/R]

DELAHAYE

Chiptead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

Delahaye Spares and Service

SELBORNE, World Concessionaires, engines and body repairs; parts supplied.—82, Park St., W.1. [C1060/R]

DELLOW

DELOW Mk. III, May, 1953, 2/4-seater, red/beige upholstery, rev. counter, 4-brake calipers, temp. gauge (cost £720), one owner, used pleasure only, genuine 8,000 miles; £520.—Farrell, 1, Whitmore Rd., Newcastle, Staffs. Tel. 69041. [C1032]

D.K.W.

A.F.N., Ltd.

NEW Sonderksee D.K.W. 4-seater coupe, now available for demonstration.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2050]

B & M GARAGES, Ltd., offer:—

1938 Master de luxe cabriolet, black and green.**1938** Master de luxe saloon, rebuilt, blue.**1938** Master de luxe, black.**1938** fixed special saloon, all panels renewed, rechromed, reupholstered, resprayed, crimson and black, crimson interior.**1938** special cabriolet, body poor, engine and gear box beautiful; reasonably priced and good value.

All spares available, and repairs by really trained fitters of long standing.—42a, St. Michael's St., Paddington, W.2. Paddington 6877. [C1016/R]

40-50 mps 50 plus D.K.W., a specimen car complete with radio, heater and numerous extras.—Newark Avenue Garage, Peterborough 4106. [C1050]

D.K.W. Spares and Service

NEW big-end and mains fitted to D.K.W. crankshaft.

P. SMITH & Co., 83-85, St. John's Hill, Clapham Junction, Bat. 0871. [C1006/R]

D.K.W. main agent, genuine spares and services for all models.—Schenk Motor Engineering Co., Ltd., 465, Stretford Rd., Manchester, 16. [C1051]

LARGEST importers of genuine D.K.W. spares: write for Auto Union approved price list.—Carr's Motors, Hardman St., Liverpool. Royal 5411 (4 lines). [C1060]

Dodge Spares and Service

DODGE specialists: repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [C1062/R]

DYNA-PANHARD

ROSE & YOUNG, Ltd., offer 1951 model Dyna-Panhard 7hp 4-door saloon, 2-colour blue; £450.—65-69, St. John's Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C1057]

FIAT

DICKS.

1940 Fiat 500 coupe full 4-seater, engine overhauled; £250.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, N.W.5. Maida Vale 6889-9. [C1072]

1939 1100 saloon, new crank, etc.; £185.—G. A. Brooks, Ltd., Edenbridge, Kent. [C1084]

S. & S. MOTORS.—1937 500 cabriolet, resprayed blue, reconditioned engine, new hood, excellent car; £175.

S. & S. MOTORS.—Late 1939 500 cabriolet, black, upholstery leather, good mechanically, taxed year; £190.

S. & S. MOTORS.—1939 500 cabriolet, maroon, fitted radio, bumpers, taxed; £195.

S. & S. MOTORS.—1942 500, hard top, reg. 1952, roof rack, bumpers, spot light, l.h.d., one owner; £240.

S. & S. MOTORS.—1938 500 cabriolet, black, many extras, excellent condition; £185.

L.h.d. above seen and demonstrated at 165a, Westbourne Grove, W.11. Bayswater 1644. [C1056]

1939 Fiat 1100 saloon; £210.—Clairmonte Bros., Shanklin Rd., London, N.E. Mountview 5285. [C1056]**1940** Fiat 1500B foursome drop head, green, reconditioned, offers.—17, Seaford Rd., Colwyn Bay. [C1051]**1939** Fiat 500 4-seater, engine, gear box overhauled, spares.—Garraitt, 11, Alban Ave., St. Albans. [C1062]

FIAT 1946 4-seater tourer, 50 mpg, excellent order throughout; £300, nearest.—Ryan, Long Meadow, Goring 84, Nr. Reading. [C1064]

A SPECIMEN Fiat 1500 pillarless saloon, 45,000 miles since new; £225; terms, exchanges.—45, Park Rd., Hampton Hill, Middlesex. Molesley 913. [C10409]

£245—Fiat 500 1939 convertible coupe, leather, completely reconditioned 2,000 miles ago by Fiat specialists, over 50m/g, taxed year.—Tel. Lee Green 1292. [C1045]

C. V. RUSHMER, The Fiat Specialist, offers latest show model: 1952 500C Belvedere station wagon; April, 1949 1100 saloon; terms, exchanges.—59, Holland Park, W.11. Park 5731. [C1061]

FIAT 1500 L.H.D. Continental drop head foursome cabriolet by Ghia, reg. Sept., 1950, delightful little car; owner requires something larger; consider Allard, etc. or sell £450.—Box 4196. [C1033]

245 gns.—Fiat-twelve, Oct., 1940, long chassis 4-door pillarless saloon, silver grey, sliding head, grey leather, l.f.s. good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.**195** gns.—Fiat-500, 1939 model convertible coupe, Rowland Smith, below.**165** gns.—Fiat-500, 1937 convertible coupe, occasional rear seating, very good condition; taxed; choice of 4 Fiat 500s; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C10418]

MAYFAIR GARAGES, Ltd., are able to take any make of car or motor cycle in exchange for any Fiat from their extensive stock; full hire purchase facilities available with rentals insured against sickness or unemployment.—Below.

MAYFAIR GARAGES, Ltd.—Illustrated literature and price list of over 16 Fiat on request.—Below.

MAYFAIR GARAGES, Ltd.—Sept., 1949 1100E, introduced 1950, de luxe 4-door pillarless saloon, grey, Philco radio, heater, twin spot lamps and horns, one owner, extremely smart car with outstanding road performance, guaranteed; £255.—Below.

MAYFAIR GARAGES, Ltd.—1950 (reg. '52) 500C ohv de luxe convertible r/h drive coupe, Fiat pale blue with Bedford interior, extremely smart car, scrupulously maintained since new, guaranteed; £465.—Below.

MAYFAIR GARAGES, Ltd.—1949 500B ohv genuine Belvedere station wagon, blue and panelled with soft hide upholstery, extremely smart car with outstanding performance, guaranteed; £475.—Below.

MAYFAIR GARAGES, Ltd.—July 1940 500 2nd series de luxe full 4-seater convertible saloon, black, leather upholstery, good tyres, smart car with excellent and economical road performance, guaranteed; £285.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series de luxe convertible coupe, green, leather upholstery, spotlight, smart car with excellent and economical road performance, guaranteed; £265.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104/5. Open 9-6, Sats. 9-1. [C10509]

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

S. & S. MOTORS pay more for Fiats.—165a, Westbourne Grove, W.11. Bayswater 1644. [C1056]

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. [C10509/R]

1938 Fiat 500 required privately.—Write Lamb, Kilmington Manor, Near Andover. [C10475]

Fiat Spares and Service

FIAT 500 trouble—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [C1032/R]

MAYFAIR GARAGES, Ltd.—Fiat 500, reconditioned, exchange engines, pre- and post-war, £38; Fiat repairs and renovations at competitive prices.—Below.

MAYFAIR GARAGES, Ltd., Balderton St., W.1. Mayfair 3104, open 9-6, Sats. 9-1. [C1032/R]

S. & S. MOTORS, Fiat 500cc spare stockists, retail and trade replacement service units.—165a, Westbourne Grove, W.11. Bay. 1644. [C1036/R]

FIAT (ENGLAND) Ltd., Water Rd., Wembley, sole licensees for the United Kingdom are only source of genuine Fiat spares and services.—Tel. Perivale 5551. Grams: Fiat, Wembley. [C1009/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Fiat Spares and Service
FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used; reconditioned bench-tested engines, starter motors, dynamos, radiators, springs, in exchange.—Derrington, 159, London Rd., Kingston SE21-2. [C1071]

FORD (8 h.p.)

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1950 Ford 8 Anglia saloon, original condition, fitted with reconditioned engine, complete braking system and overhauled; 5192s.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £600 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

SCOTT CARS, offer:—

1947 Ford Anglia, reconditioned engine, perfect; 2275.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/9676. [C4035]

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.
PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot). [C0093/R]

AUTOMOBILIA, Ltd., offer:—

£325—1949 Ford Anglia de luxe saloon, black, brown vinyls, low mileage, one owner, in new condition throughout; also choice of two others from £275.—Automobilia, Ltd., Pippbrook Garage, Dorking 4504, 5691. [C1089]

BRADSTOCK MOTORS, Ltd.

1954 (February) new type Anglia, radio, heater, washers, spot and reverse lights, wing mirrors, low mileage, one owner.—Chase Rd., Tel. 633. [C1090]

PHILIP RICKARDS, Ltd., offer:—

1953 Ford Anglia, black, low mileage; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051]

1946 Ford Anglia, choice of 3; from £245.

READ BROS. MOTOR CO. (LONDON), Ltd., 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048]

1947 Anglia, new interior, excellent condition throughout; £285.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5575. [C3005]

1953 Ford Anglia saloon, one owner, as new, guaranteed; £395.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241. [C4053]

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. and 8-14, Meard St., Soho, W.1. Langham 1594-5. 1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [C0578/R]

1940 Ford Anglia de luxe saloon, colour original blue/blue upholstery, one owner from new, regularly serviced by main dealers, good tyres all round, in excellent condition throughout, well worth seeing. £215.—Gordon White & Co., Ltd., Gerrards Cross 2077. [R3560]

PRIDE & CLARKE, Ltd.—1950 Ford Anglia saloon, beige/red, radio, £309; 1949 black/red, black/green (radio), choice of three, from £289; 1947 black/brown, choice three from £259; 1946 black/brown, black/red, choice three from £239; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.3. Brixton 6251. [C3068]

Ford Eight Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4015/R]

FORD POPULAR

BURGE & INGLIS (MOTORS), Ltd., exchange your car or motor cycle for a new Ford Popular, delivery from stock.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4693. Nearest Underground Dollis Hill station. [C4017]

FORD (10 h.p.)

W. HAROLD PERRY, Ltd. of 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—

1953 Ford Prefect saloon, colour green, with leather upholstery, fitted covers, spot lamp, link mats, one owner, mileage 15,900; £465.

FORD Prefect saloon, first registered March 1953, colour black with leather cloth upholstery, loose covers, spot lamp, outside driving mirror, one owner, mileage 12,000; £495.

FORD Prefect 10hp saloon, first registered April 1953, colour fawn, fitted loose covers, link mats and spot lamp, mileage 14,000, nice car; £465.

W. HAROLD PERRY, Ltd., main Ford Dealers, 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444. [C3042]

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.
PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (Opp. Bus Depot). [C1010/R]

WARWICK WRIGHT, Ltd., offer:—

1953 Ford Prefect saloon, heater, fawn, 6,000 miles; £495.
WARWICK WRIGHT, Ltd., 15, New Bond St., W.1. Mayfair 9761. [C4045]

FORD (10 h.p.)

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1953 Ford Prefect, leather upholstery, 13,000 miles, taxed to December; £485.
HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 4453 (5 lines). [R191]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1951 Ford 10 Prefect saloon, one careful owner, green/beige, excellent car; £385.
FORD Division, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011. (10 lines). [C1004]

DAENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Prefect, green/white, 10,000; £495.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3398 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

1953 Ford Prefect, black, red leather, one owner, 6,000 miles; £495.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

1950 Prefect reg. end 1949, extras; £325.—447, Kings Rd., Streteford, Manchester. [R480]

1951 Ford Prefect, leather upholstery, covers, mats, one owner; £400.—Croydon 0796. [R484]

1948 Ford Prefect, black, excellent condition; £350.—Smith & Hunter, 376, Kensington High St., W.14. Westway 2312. [C4019]

1948 Ford Prefect, immaculate throughout; £310.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2058]

£395!!! 1951 Ford Prefect in leather, maintained since new by main distributors, good condition; choice of 6 other Prefects 1947-1951, from £285.—JAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

1947 Ford Prefect, black, one owner, exceptionally good appearance and mechanical condition; £325, also a 1949 expected; £1.

1939 Ford Prefect tourer, black, very good order throughout; £210.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8652 or 7006. [C2019]

JACK ROSE, Ltd., offer 1952 4-door Ford Prefect in green, absolutely as brand new inside and out; £435.—Stifford Rd., Wallington, Surrey. Wallington 6677. [C3056]

1949 Prefect 4-door saloon, leather, guaranteed; £315; exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5966. [C3054]

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. and 8-14, Meard St., Soho, W.1. Langham 1594-5. 1946-50 Ford Prefect saloons, low mileage, all guaranteed. [C3066]

WALTER SCOTT, Ltd.—1950 Ford Prefect, black, low mileage, exceptional; £375.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube), Pri. 5914. [C3066]

£310—1947 Ford Prefect 4-door leather, immaculate; £310.—J.P. (Ballin), Ltd., 26, Balham Hill, S.W.12 (100 yards Clapham South Tube), Batt. 1107-8-9. [C2024]

£225—1941 Ford 10 Prefect 4-seater tourer, excellent runner, recoloured, new hood; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

345 gns.—Ford Prefect, November, 1949 saloon, leather, one owner, excellent condition; choice of 6 Prefects, terms, exchanges; list; open 9-5 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

PRIDE & CLARKE, Ltd.—1953 Ford Prefect saloon, green/brown, 14,000 miles; £469. 1951 black/brown, £419; 1950, beige/brown, £399; 1948, grey/black (radio), black/green, black/red, black/grey, choice four from £309; 1947, black/beige, choice two, £289; three months' guarantee; terms, exchanges; lists.—Sturwell Rd., S.W.9. Brixton 6251. [C3068]

Ford Ten Cars Wanted

WHY accept less for your Ford Prefect saloon when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008]

MARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15. [C1017/R]

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FORD CONSUL

CHARLES RICKARDS, Ltd., offer:—

1952 (April) Ford Consul, blue, 13,000 miles only, in exceptional condition throughout; £575.

ALSO a good selection of genuine low-mileage cars, offered with our 3 months' guarantee.

56 Tube Stn., 5 mins from Marble Arch. [C3050]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (Feb.), Ford Consul, one owner, real leather, heater, radio, magnificent; £540.

1953 Ford Consul, choice of colours, one owner, low mileage, specimen car; £600.

FORD Division, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011. (10 lines). [C1004]

DAENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Consul, grey, heater, 6,000; £625

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3398 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

FORD CONSUL

1953 Ford Consul, black, red leather, 11,000 miles, overriders, wing mirrors, heavy duty battery tyres, excellent condition; £620.—Box 4184. [R421]

1953 Consul, 8,000 miles only, indistinguishable from new, £100 extras, bargain £645.—A. & S. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1953 Consul, Dorchester grey, low mileage; £625.—Park Garage (Molesey), Ltd., Hampton Court Way Molesey. Tel. Molesey 6199. [C3037]

1954 Consul convertible, blue, blue hide interior, fitted heater, 247 miles only; £930.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065]

1953 Consul, blue leather interior, radio, heater, and many extras, 7,000 miles only from new; £645.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067]

1953 Ford Consul saloon, one owner, leather, immaculate, heater, low mileage, almost as new, guaranteed; £635.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241. [C4053]

545 gns.—Ford Consul, 1931 saloon; leather, heater, very carefully used; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Ford Consul Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

PRIVATELY owned Zephyr or Consul.—S. Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

TOP price paid for Consul or similar type car, trade or privately.—54, Streatham Hill, S.W.3. Tulse Hill 2676. [W3016]

FORD ZEPHYR

W. HAROLD PERRY, Ltd. of 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—

FORD Zephyr saloon, first registered Jan. 1953, colour black with leather upholstery and heater, mileage 13,400; £660.

FORD Zephyr saloon, first registered Feb. 1953, colour green, leather upholstery, heater and radio, mileage 36,000; £675.

W. HAROLD PERRY, Ltd., Ford main dealers, 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444. [C3042]

ALWAYS

FORD Zephyrs. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 582. [C3022]

BOON & PORTER Ltd.

1953 Zephyr saloon, black with beige leather, heater, one owner; £630.—Castelnau, 8, W.1. (by Hammermith Bridge) Riverside 4444. [C1022]

BRADSTOCK MOTORS, Ltd.

£695—1953 Ford Zephyr, blue, heater and leather one owner, low mileage.—Chase Rd., Epsom, Tel. 635. [C1030]

HAROLD SIMONS, Ltd., offer:—

1953 Zephyr, one owner, 9,000 miles, black, red leather, heater, press-button radio, under-sail, splendid condition throughout; taxed; £685; trade enquiries welcomed; 3 months' guarantee, service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube), Finchley 002-3. [C4055]

WARWICK WRIGHT, Ltd. offer:—

1953 Ford Zephyr saloon, black, heater, 8,000 miles; £650.

WARWICK WRIGHT, Ltd., 150 New Bond St., W.1. Mayfair 9761. [C4045]

C.M.I. CAR SALES (Pri. 6623) offer:—

1952 (December) Ford Zephyr saloon, black, red leather upholstery, radio, heater, many extras, one owner, taxed year, 12,000 miles, immaculate; £685.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

AUTO SALES (LONDON) Ltd. offer:—

1953 Ford Zephyr, Dorchester grey, red leather, heater, one owner, 14,000 miles only; £665.—Auto Sales (London), Ltd., Be'rice Rd., N.W.6. Maida Vale 5555. [R7678]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1951 (March) Ford Zephyr, splendid condition, trial and test a pleasure; £550.

FORD Division, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011. (10 lines). [C1004]

COOMBS & BONS (GUILDFORD), Ltd., offer:—

1953 Ford Zephyr, black, beige leather, heater, 8,000 miles; £650.

COOMBS & BONS (Guildford), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

DAENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Zephyr, green, heater, 6,000; £675

1953 Ford Zephyr, black, radio, heater, 14,000; £625

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3398 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

1954 Ford Zephyr, 1500 miles leather, heater, virtually as new; £765.

TIPOCO, Ltd. (Ford's Purchased), 18, Albemarle St., London, W.1. Hyde Park 7952/3-4. [C3052]

1952 Ford Zephyr, 15,000 miles radio, heater, leather; £600.—John Gray 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZEPHYR

1953—Ford Zephyr, de-luxe saloon, leather, upholstery and heater, one owner, exceptionally well kept car. £650.—E. F. S. Motors, Kingston-Bv-Pass, Esher. Tel. Esherbrook 300. [C2004]

1953 (March) Ford Zephyr saloon, black with beige leather, heater and screenwasher, exceptionally well maintained and bodywork unmarked. private sale, available London; £640.—E. F. S. [E22] No. 4186. [E223]

1951 Zephyr saloon, leather, fitted radio and heater, loose covers one owner, low mileage, guaranteed. £560. exchanges, terms.—Palmer, 3, Russell Gardens, Wokingham, W.14. Park 9704 and 5962. [C3034]

Ford Zephyr Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FORD (V.8)

W. HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

FORD Pilot V.8 saloon, first registered Feb. 1951, colour blue, leather upholstery, heater and radio, good condition; £550. [C3042]

FORD Pilot V.8 saloon, first registered June 1949, colour blue, leather upholstery, heater and radio, nicely maintained; £520. [C3042]

W. HAROLD PERRY, Ltd., Ford main dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]

CAR MART, Ltd.,

1951 Ford Pilot saloon, radio, heater; £435.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039]

B. J. HUNTER, Ltd., offer:—

1950 Ford Pilot saloon, fitted heater, radio, etc., choice of two from £325. [C2040]

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

H. BEART & Co., Ltd., offer:—

1949 (September) Ford Pilot de-luxe saloon, with radio and heater, recently fitted reconditioned engine and in first-class condition throughout; £385.—102, London Rd., Kingston-on-Thames, Tel. 3348. [C1081]

SEYMOUR & CLEMENTS, Ltd., offer:—

1951 Ford Pilot one owner, 21,000 miles, black, heater and many extras, luxurious in every way, as new; £425.—35, Watford Way, Hendon Central, N.W.4. Hendon, 2146. [C4007]

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1950 Ford Pilot, leather upholstery; £365. [C1039]

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [E193]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 (Nov.) Ford Pilot, blue and blue leather, heater, radio; £410. [C1057]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford G8907-8-9. [C1057]

1937 V.8 22hp Ford black saloon; £100.—Tel. Knightsbridge 4830. [E366]

FORD Pilot 1950, black, good condition.—Hostombe, 2, Regent St., Sheffield, Tel. 24324. [E460]

FORD Pilot saloon, heater, radio, new tyres, accessories; £365, terms.—Rogers Garage, Wellesley Ave., W.6. Riv. 2644. [C3054]

1948 Pilot black, leather, heater, immaculate condition; £345.—Jack Pomeroy (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063]

425 gns.—Ford V8 Pilot, 1951 saloon, black, brown leather radio, heater, one owner, exceptional, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

XXX 1951 (registered) Mercury, latest coupe, fixed head 6-seater, right-hand drive, dual colour, grey and red immaculate condition throughout; £1,050, exchanges and hire purchase terms.—Harold Webb Motors, Ltd., 765-7, Romford Rd., E.12. Tel. Ilford 3151-2. [E821]

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AMERICAN FORD

1941 Ford Ford fitted with radio; £150.—Norton 144, West Halkin St., S.W.1. [E486]

1946 Ford V8 American Sedan saloon, radio, guaranteed; £265, payments.—Oldfield, 595, Kensington High St., W.14. Wes. 6631. [C3029]

O n all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506/9. [E749/R]

XXX 1949 (registered) Ford super de-luxe saloon, right-hand drive, leather upholstery, whole car in absolutely unmarked condition; £475; exchanges and hire purchase terms.—Harold Webb Motors, Ltd., 765-7, Romford Rd., E.12. Tel. Ilford 3151-2. [E820]

FORD MISCELLANEOUS

TOM GARNER, Ltd., offer:—

1950 (December) Ford V8 Pilot saloon, green with beige leather, 300 miles only (stored since new); £695. [C2060]

1953 Ford Consul saloon, opal blue with blue upholstery, heater, radio, leather, 7,000 miles only; £695. [C2060]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7. [C2060]

Ford Miscellaneous Cars Wanted

XXX Ford Edwards offer immediate cash for good Ford cars.—Details please to: 200, Great Portland St., London W.1. Tel. Langham 0012. [W2003]

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Ford Spares and Service

NORMAND, Ltd.,

FIRST-CLASS mechanics and highly efficient supervision produce the best results. [C0231]

NORMAND, Ltd., 455-9, King St., W.S. Riv. 5665. [C0231]

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH ST., Wandsworth, S.W.18. [C0231]

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [C0314/R]

FRANK O. GATES, Ltd., High Rd., Woodford Green (Tel. Wandstead 2233), main Ford dealers, service and all spares. [C0093/R]

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 68, High St., East Ham, E.6. Grangewood 1156. [E3065/R]

FRAZER NASH

1952 (late) Le Mans replica, fantastic record of successes rebuilt and virtually as new, approximately 180mph, all ready for season's events.—Chippstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Fixman CO52/7253/7154. [C1046]

1954 Frazer Nash Targa Florio grand sport 2-seater, full all-weather equipment, huge luggage boot, fitted 140hp engine (bench tested certificate available), only just run in, unique opportunity at £2,950; a considerable saving on list price; immediate delivery.—Anthony Crook, Caterham 2232/3, Surrey. [C1063]

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FRAZER NASH-B.M.W.

MAIDSTONE ENGINEERING Co.

1947-8 Frazer Nash-B.M.W. famous 328 roadster 2-seater, this car has had only two owners from new and has covered a genuine 29,000 miles (this is guaranteed in writing), the car is beautifully finished in British racing green with black leather interior, fitted with Scintilla magnetos and six branch exhaust system, fitted with close ratio 4-speed gear box, capable of terrific acceleration and has a maximum of 110mph, complete with all the original tools including the original small spanners and full set of instruction books, etc.; the car has never been raced and has right-hand steering, a very potent piece of machinery offered at the low figure of £575. Similar model to above but left-hand steering, 1939/40 model; £450. [C3000]

CROSS St., Pendleton Salford, 6, Manchester, Pen. 3457. [C3000]

PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars" [C3041/R]

195 gns.—Fraser Nash-B.M.W., 1939 2-litre type 320 Continental sports saloon, LHD, good condition; terms, exchanges.—Rowland Smith, below. [C4018]

145 gns.—Fraser Nash-B.M.W., 1956 2-litre convertible saloon, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

£265—3.9 P.N.-B.M.W. saloon, (reg. 1947), grey, clean condition; £100 down.—Bray Motors, 180-184, West Fod Lane, N.W.6. Hamstead 6490. [C1021]

£395—A connoisseur's type 326 Frazer Nash-B.M.W. saloon, beautifully cellulosed in silver grey, all chrome renewed, mechanically reconditioned by maker's agents, faultless throughout, a wonderful car to drive, far above the average.—Elm Autocoles, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067]

Fraser Nash-B.M.W. Cars Wanted

BARTLETT will pay more for good Fraser Nash-B.M.W.s.—27a, Pembroke Villas, W.11. Baywater 0523. [W1013]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fraser Nash-B.M.W.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HEALEY

B. J. HUNTER, Ltd., offer:—

1947 Healey sports 2-seater, tuned to 120 m.p.h., attractive; £450. [C2040]

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

RICHARDS & CARR, always best value. [C1066]

1953 Austin-Healey, 5,000 miles, one owner, Aldin drums, radio; £985. [C0405]

1951 Healey-Alvis 3-litre convertible, H.M.V. radio, heater, extremely smart. [C0405]

1951 Healey Tickford saloon, radio, heater, one owner; £865. [C0405]

35 Kinnerton St., London, S.W.1. Sloane 5424. [C0405]

BROOKLANDS, Individually, new and used cars. [C1069]

1953 Austin-Healey 2-seater, 6,000 miles. [C1069]

BUY or sell your car with confidence. [C1069]

103, New Bond St., London, W.1. Mayfair 8351-6. [C1069]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1951 Healey Abbott coupe, finished black, red leather, new beige hood, immaculate condition throughout; £850. [C1001]

HEALEY

BROOKLANDS, sole concessionaires. Healey, stock new 4-seater saloon, coupe and convertible 3-str. Healey Abbott drop head coupe. [C1029]

BUY or sell your car with confidence. [C1029]

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

BARTLETT—Healey Elliott saloon, exceptional condition; choice of three from £695.—27a, Pembroke Villas, W.11. [C1013]

1951 (April) Healey Tickford saloon, 18,000, maintained as new, 5 new Indias, H.M.V. radio, heater, £100 extras, year's tax; £260.—Tel. Leicester 96007. [E830]

£595!!!—Healey magnificent Sportsmobile saloon, seats 4, specially built modern bodywork costing over £2,500, gift at this price; 3 months guarantee; hire purchase, exchanges. [C2062]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2062]

ROSE & YOUNG, Ltd., offer 1949 Healey Elliott sports 2-seater, exceptional condition, very pretty; £565.—65-69, Stenhouse Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3067]

Healey Cars Wanted

RICHARDS & CARR buy Healeys.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

BARTLETT will pay more for good Healey.—27a, Pembroke Villas, W.11. Baywater 0523. [W1013]

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, urgently require Healey Tickford and Elliott saloons; also Abbott coupe. [W1001]

HILLMAN 10

ALWAYS

HILLMAN Minx. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction, S.W.11. Bat. 2232. [C3082]

J. DAVY, Ltd.

1952 Minx coupe, 13,000 miles, Rootes heater, one owner, low mileage, £555. [C1069]

1951 Hillman saloon, twin wing mirrors, demister, in immaculate condition throughout; £570. [C1069]

1949 saloon, Rootes heater, one owner, exceptionally clean condition, low mileage; £495. [C1069]

180—Kinnerton High St. (W.6. 9641) and 215, Brompton Rd., S.W.3 (Ken. 1108). [C1069]

ACRES offer:—

1952 Hillman Minx drop head foursome, positively as new; £565. [C1002a]

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002a]

BRADSTOCK MOTORS, Ltd.

£625—1953 Hillman Anniversary Minx convertible, black with red leather, fitted H.M.V. radio, Ace Rimballers, overriders, spot lights, wing mirrors, 10,000 miles only, spare unused, one owner.—Chase Rd., Epsom, Tel. 633. [C1090]

B. J. HUNTER, Ltd., offer:—

1952 Hillman Minx drop head foursome coupe, positively unmarked; £575. [C2040]

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

AUTOMOBILIA, Ltd., offer:—

1950 (Nov., 1949) Phase IV Hillman Minx, 4-door de-luxe saloon, black, brown hide, heater, fog lamp, low mileage, excellent condition; £275.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 2891. [E1086]

WARWICK WRIGHT, Ltd., offer:—

1953 Hillman Minx Mark VI convertible coupe, claret, 20,000 miles; £645. [C1066]

1953 Hillman Minx Mark VI saloon, golden sand, 9,000 miles; £635. [C1066]

1952 Hillman Minx Mark V convertible coupe, blue, heater, 20,000 miles; £595. [C0405]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C0405]

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Hillman Minx saloon, low mileage, immaculate condition; £575.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

DAGENEAM MOTORS, Ltd., offer the following car:

1953 Hillman Minx saloon, 2,000; £625. [C1066]

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alpertown, Middx., Perivale 3388; and 8, 8 & 12 Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066]

HAROLD SIMONS, Ltd., offer, 1952 Mark V estate car.—See under Utilities. [C0405]

PHOENIX MOTOR CO. (SURREY), Ltd., for all Rootes Group products, specialists in purchase and sale of GUARANTEED used Hillmans. [C0405]

A SELECTION from our stock:—

1953 (March) Hillman Minx Anniversary saloon, black with fawn upholstery, 7,300 miles, immaculate condition throughout; £695. [C1066]

1953 Hillman Minx Mark V saloon, black, red interior, 23,000 miles, fitted heater, a most attractive car; £575. [C1066]

1939 Hillman Minx saloon, black, 38,000 miles, one owner and chauffeur maintained since new, in almost new condition; £295. [C1066]

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle. [C1066]

PHOENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vicland 1121. [C3041]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1953 Minx Mark VI saloon, black, 6,000 miles; £635.—Clark, 100, High St., Berkhamsford 87.

1949 Hillman Minx saloon, dark blue, excellent condition, uses no oil; £395.—Per. 7368. [C2422]

1952 Hillman Minx saloon, black, brown leather; £550.—Strattons, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022]

1939 Hillman Minx, excellent condition; £195.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]

1950 (October) Minx saloon, excellent condition; £465.—Beall Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [C4022]

1952 Phase V saloon, black, heater and fog lamp, etc., exceptional condition; £565.—Robbins, East Putney, Tel. 4581. [C3010]

CAMDEN MOTORS for Hillmans.—1953 Minx saloon, one previous owner, serviced and maintained since new by local distributors, immaculate condition; £595. CHOICE of 12 other post-war saloons and coupes and many pre-war Minx saloons from £100.

CAMDEN MOTORS for Hillmans, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035]

1946 Hillman Minx saloon, one owner, reconditioned engine just fitted; £515; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5225 and 5774. [C4054]

£355!!!—1946 Hillman 10 saloon de luxe, carefully used, small mileage, outstanding vehicle; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052]

1946 Hillman Minx saloon, black, brown leather, one owner, full service, £525.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026]

1952 (Aug.) Hillman Minx Mark V saloon, 10,000 miles, as brand new; £500.—Bruce Francis, 8a, Cromwell Mews, South Kensington, W.8. 0513. [C2014]

1952 Hillman Minx drop head coupe, one owner only, heater, looks new in every respect; £575.—Steele Griffiths, London, S.E.5. Rodney 2201. [C391]

1952 (Nov.) Hillman Mark V convertible coupe, black with red interior, 12,800 miles; £560.—Dixon's Garage, 134, West Hill, Putney, S.W.15. 0598. [C1073]

1952 Hillman convertible, 9,000 miles, radio, heater, green/beige, unmarked, guaranteed; £615; terms, exchanges.—Cyril Sheppard of Reading, Sonning 2345. [C597]

£535.—Hillman Mark V 525 saloon, black, red leather, guaranteed; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3054]

1952 Hillman Mk. V convertible, heater and many other extras, low mileage; £565.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036]

1950 Hillman Minx, beige, red leather, one owner, low mileage and perfect in every respect; £485.—Elm Autosales, 68, Hatfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C2067]

1953 Minx Mark VI saloon, 1,200 miles, heater, wing mirrors, oil filter, treated rubberseal, immaculate; £615.—8, Welsby Court, Eaton Rise, Ealing, W.5. Perivale 3338. [C4038]

1954 Hillman Minx saloon, 1,700 miles, only many extra extras, critical! Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2 (Ad. Leicester Square Tube Stn.) Temple Bar 3588. [C1027]

1950/51 (November) 1950 Minx coupe, 29,000 miles, one owner only, regularly serviced by Hillman dealers; £450.—R. S. Mead (Sales), Ltd., 43, Queen St., Maidenhead. Tel. Maidenhead 3451-3. [C3011]

1940 (April) Hillman Minx sunshine saloon, exceptional specimen, chassis and coachwork extensively reconditioned including replacement engine, reconditioned, new tyres; £250.—Speedsters, Ltd., Horley 628. [C1020]

TANKARD & SMITH, Ltd., offer: 1952 Hillman Minx convertible, black/brown leather, one owner, nominal mileage, heater, immaculate condition; £565; 3 months' written guarantee.—194-196, Kings' Rd., Chelsea, S.W.3. Fickman 4801. [C4026]

295 gns.—Hillman Minx 1946 foursome drop head coupe, grey, blue leather, excellent condition; terms, exchanges; let open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

ROYS offer 1946 Hillman Minx saloon, black, brown leather upholstery, in condition you long to see but don't; first genuine purchaser won't hesitate at £355; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station) Euston 2700 and 8894. [C3059]

1952 (November) Phase V Hillman Minx, by owner red, two original tyres and three newly wired-in built-in heater, overriders, temperature, oil gauge, ammeter added, also fog and reversing lamps, lighter and screen washer; £525.—Roberts, East Acton Arcade, Old Oak Common Lane, W.3. Shepherd Bush 5311. 18972

HILLMAN 14

1940 Hillman 14 de luxe saloon; £195; exchanges, terms, Palms, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3054]

£266!!! 1938/9 Hillman 14 saloon de luxe, spotless bodywork, immaculate interior, economical 5-seater; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052]

HILLMAN 16

ROYS offer a well-preserved and economical 1937 Hillman 16 saloon, reconditioned engine, very smart appearance, ideal family or hire car; £150; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station) Euston 2700 and 8894. [C3059]

Hillman Cars Wanted

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

R ROOTES, Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Hillman cars

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3553.)

CANTERBURY.—(Canterbury 3252.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2331.)

R ROOTES, Ltd., Devo-shire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C108/R]

EMA Ltd., Grove Rd., Southsea, Portsmouth 2168. [C5307]

PRIVATELY owned Minx—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

TOP price paid for Hillman or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

WANTED, burnt out or crashed Hillman Minx, any condition, Mk. 1 to 6.—13, Stanley Rd., Whalley Range, Manchester, 16. [8452]

XXX H. F. Edwards offer immediate cash for good Hillman cars.—Details please car 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059]

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham. [C3052/R]

NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [C532/R]

Hillman Spares and Service

NORMAND, Ltd., FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3655. [C250]

LONDON & COUNTIES MOTOR MART, Ltd., HILLMAN repair specialists (30 years), well-equipped works servicing, reboring and complete overhauls, spare parts stocked.—79-81, New King's Rd., Fulham, S.W.6. Renown 1185. [C676/R]

BARKING.—For full stocks of spares and genuine Hillman parts for Hillman owners come to Albons Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Ripplesway 1285. [C438/R]

HOTCHKISS

MAIDSTONE ENGINEERING CO., 1939-40 Hotchkiss Paris Nice sportsman's saloon, this is a really superb example of this very fine car, finished in two colours of grey and maroon, with powder blue leather interior and carpets to match. All of which are equal to new, the car has covered a very small mileage since new and is far superior to many post-war cars, the appearance is very modern with beautiful sweeping lines, the performance is really amazing, capable of 90 mph with a corresponding high cruising speed, fitted many extras and taxed; £375. [C850]

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C1000]

Hotchkiss Cars Wanted

REQUIRED, good used Hotchkiss.—G. Edwards, Amersbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

H.R.G.

H.R.G. ENGINEERING CO., Ltd., for makers' spares, repairs and service.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4489. [C1070]

H.R.G. Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

REQUIRED, good used H.R.G.—G. Edwards, Amersbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-5. [C594/R]

HUDSON

DICKS Hudson 17 saloon, engine just reconditioned; £225.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6989-9. [C1072]

£155!!! 1936/7 Hudson 22 de luxe saloon, spotless bodywork, excellent leather interior, cheap economical 6-seater; choice also 1936, 17 and 22; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052]

HUDSON

HUDSON.—1952 Hudson Commodore 8 4-door saloon, grey/maroon, l.h.d. hydraulic transmission, radio, heater, whitewall tyres, under 22,000 miles; £1,975 (demonstrator model).—Hudson Motors, Ltd., Great West Rd., London, W.4. Chiswick 3621. (8517)

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairs.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [C1061/R]

MANCHESTER.—Distributors of Hudson cars; large stock of spares; repairs and overhauls.—Ardwick 4361/7. [C1061/R]

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [C517/R]

HUDSON MOTORS Ltd., Great West Rd., London, W.4. Chiswick 3621, first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [C1065/R]

HUMBER

J. DAVY, Ltd., 1951 Humber Super Snipe, one owner, as new condition, low mileage; £650.

180—Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). [C1069]

A CRES offer:—

1950 Humber Super Snipe Tickford top coachbuilt drop head coupe, metallic grey, red leather upholstery, one owner only; £650.

A CRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macclesley 2511-2. [C1002]

DENTALLS, Ltd., 1948 Humber Pullman limousine, Mark I, black, one owner; £645.

KINGSTON-ON-THAMES. Tel. 1001. [C623]

CAR MART, Ltd., 1946 Humber Super Snipe saloon; £345

1948/49 Humber Pullman limousine, radio, heater; £835.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039]

SCOTT CARS offer:—

1951 Hawk radio heater, bargain; £575.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016]

METROPOLITAN MOTORS OFFER immediate delivery Humber Hawk and Sun-

1951 series Hawk, heater, radio, s.p.t. lights, satin bronze, immaculate condition; £555.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5064. [C1014]

H. BEART & Co., Ltd., offer:—

1950 Humber Hawk saloon, blue with leather upholstery, sliding roof and heater, in exceptionally good condition throughout; £425.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C108]

WARWICK WRIGHT, Ltd., offer:—

1953 Humber Hawk Mark V saloon, blue radi and heater, 6,000 miles; £345.

1952 Humber Super Snipe Mark III saloon, steel grey, heater, 20,000 miles; £771.

1953 Humber Super Snipe Mark IV saloon, gun grey, 15,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1949 Humber Snipe 18hp saloon, black, brown interior, fitted with four new Goodyear Eagle tyres, excellent condition; £595.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hatfield Rd., Enfield, Howard 1631. [C4009]

GEORGE HARTWELL, Ltd., the Humber specialists, offer:—

11,000 guaranteed miles, Humber Imperial, Mark II 7-seater saloon, black with brown leather heater, faultless and just as new; £1,075.

35-41—Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C742E]

IYUMBER 1938 21hp black saloon; £180; owner has a new car.—Central 7545. [C8276]

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A. Welwyn 481-2-3, offer:—

1949 Humber Super Snipe, black, brown leather, heater, windscreen washers, one owner, condition as new; £495. [C1004]

HUMBER 12hp saloon; £70 down, balance 18 months; £825.—Tickford, Ltd. Tem. Bar 3338. [C1015]

1950 Humber Tickford convertible, 34,900 miles; £825.—Tickford, Ltd. Tem. Bar 3338. [C4029]

HUMBER 1949 Super Snipe, black/brown leather, heater, loose covers; £495.—J. Fricker, Ltd., Park 5077. [C2016]

1951 Humber Hawk de luxe saloon, blue, looks new in every respect; £595.—Steele Griffiths, London, S.E.5. Rodney 2201. [C6390]

CAMDEN MOTORS for Humber.—Mark IV Hawk saloon, 1952, one previous owner and in practically faultless order throughout; £695.

CAMDEN MOTORS for Humber.—Super Snipe Mark II saloon, 1949/50, from £445; also a special Super Snipe Tickford drop head coupe, 1950, a most immaculate specimen.

CAMDEN MOTORS for Humber, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035]

1939 Humber Super Snipe, a specimen car in 1950 condition; £250.—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063]

1943 Humber Hawk saloon, one owner, clean.—Willingham Motor Co., Ltd., High Rd., Wellingham Cross, Herts. Tel. W. K. 2760. [C3291]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1953 (July) Super Snipe saloon, blue, radio, heater, 4,000 miles, as new. £1,100.—Dobson, Ltd. (Humber Agents), Snares 801. (C1074)

HUMBER Hawk, 1950, privately owned, regularly serviced, extras, 27,000, immaculate condition: £490.—107, Acre Lane, Bramhall, Tel. 579. (C1074)

HUMBER Hawk, 1948, new engine just fitted, heater, good condition throughout: £390.—Christmas, London House, Guilford St., London, W.C.1. (C1049)

1954 model Snipe, fitted heater, radio, two extra lamps, mileage under 5,000: £1,200.—3, Wood View, Grays, Tel. Tilbury 2421, after 6 o'clock Tel. 141. (C1074)

Hire, excellent condition, many extras: £725.—Carr Bros. Garages, Ltd., High St., Purley, Surrey, Uplands 4612. (C1041)

1952 (June) Humber Super Snipe, radio, heater, 1952 twin spot lamps, screenspray, loose covers, undersealed, one owner specimen: £725, terms, ex-changes. (C1041)

B. P. LITTLEFORD, Ltd., 52, Darlington St., Wolverhampton, Tel. 23232. (C1041)

1946 Humber Super Snipe, immaculate condition throughout: £395, hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2085/1)

1950 Humber Hawk de luxe saloon, black, brown leather, one owner: £265, hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2085/1)

HUMBER Pullman, 1938, division, face forward seats, sheepskin rug, chauffeur driven, must be seen to be appreciated: bargain, £295.—Withams, 18, Balham Hill, S.W.12. Battersea 3280 and 3769. (C1051)

1953 Humber Super Snipe saloon, gun with red upholstery, heater, guaranteed mileage 9,405, very carefully used, in really good order: £1,050.—Herbert Robinson, Ltd., Cambridge, Tel. 4461. (C1041)

1946 (September) Humber Snipe 18hp saloon de luxe, 19,000 miles only since new, immaculate condition throughout: £495; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 6862 (Tube). (C1061)

1985!!! June 1953 Humber Super Snipe saloon, 1953 Ace Rimpellishers, immaculate, 7,000 miles; exchanges.—Grinshaw Leather & Co., Ltd., Thirlwell Rd. Garage, Southwick Sunderland. Tels. 57191-2. (C1061)

HUMBER Pullman, 1938, division, face forward seats, sheepskin rug, chauffeur driven, must be seen to be appreciated: bargain, £295.—Withams, 18, Balham Hill, S.W.12. Battersea 3280 and 3769. (C1051)

TANKARD & SMITH, Ltd., offer: 1951 Humber Hawk Mk. IV saloon, black/maroon leather, one owner, fitted reconditioned engine: £625; 3 months' written guarantee.—194-196, King's Rd., Chelsea, S.W.3. Flaxman 4801. (C1046)

ROSE & YOUNG, Ltd. offer: 1951 Humber Super Snipe saloon, low mileage, fitted heater, as new: £295.—65-69, Stenhouse Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station), Tulsa Hill 6464. (C10357)

1950 Humber Super Snipe colour grey, leather, heater, genuine mileage 21,000, superb condition throughout: £495.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (C10311)

1953 Humber Super Snipe saloon, 10,000 miles, radio, heater, many other extras: £1,095.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane (A1), Leicester Sq. Tube sta.), W.C.2. Temple Bar 3588. (C1027)

£490—1951 (August) Humber Snipe saloon, bronze, red hide, fitted heater, screenwashers, Rimpellishers, new Jaguar tubes, car in magnificent condition, 1/4 deposit.—Simms, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheetham Hill. (C1054)

525 gns.—Humber Hawk 1951 model Mark IV saloon, satin bronze sliding head, red leather, heater, one owner, excellent condition, terms, exchanges: list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C10418)

A&S Limousines, extensive selection first class condition low mileage Humbers, mechanical guarantee certificate, ready service. (C10418)

£345—privately chauffeured, 24hp, Limousine, partition, forward occasional, leather throughout, genuine mileage 31,000, delightful condition, unrepeatable. £345. (C10418)

LIMOUSINE, 1947, nitro edge Pullman, partition, forward occasional, black, meticulous maintenance, reasonable mileage, private, competitive prices. (C10418)

LIMOUSINE, privately chauffeured Humbers, 1949/50, partition, forward occasional, leather, also cloth upholstery; radio, heater, certified mechanically, ready service, from—£795. (C10418)

LIMOUSINE, 1951/52, Pullmans, also Imperial 7-seater Saloons, leather also cloth, heater, radio, first class condition, from—£395, also 1952, low mileage Pullman Limousine, £1,120. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2947. (C1006)

Humber Cars Wanted

R. ROOTES, Ltd., Distributors, Require modern low-mileage Humber cars. (C10106/R)

BIRMINGHAM—Lower Temple St. (Central 8411.) (C10106/R)

ROCHESTER—(Chatham 2251.) (C10106/R)

WROTHAM HEATH—(Borough Green 4.) (C10106/R)

MAIDSTONE—(Maidstone 3353.) (C10106/R)

MANCHESTER—120, Denagato (Blackfriars 0677.) (C10106/R)

CANTERBURY—(Canterbury 3252.) (C10106/R)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (C10106/R)

Humber Cars Wanted

ROWLAND SMITH's, the Car Buyers.—Highest cash prices for Humber—Hampstead (Tube) N.W.3. Ham 6041. (C10106/R)

EMA Ltd., Grove Rd., Southsea Portsmouth 2168. (C10106/R)

PRIVATELY OWNED Hawk—5, Bras Court, Kingston Hill, Surrey, Tulsa Hill 2768. (W2037)

LATE Hawk saloon: full particulars.—Rogers, Wellesley Ave., W.6. Riv. 2644. (W3054)

PULLMAN limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax, Tel. 4231. (C1030/R)

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 190-194, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (C086/R)

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham, Tel. 46361. (C055/R)

7-PASSENGER 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash valuing, Alpe & Saunders Ltd., 2 Providence Court, North Audley Street, Mayfair-2941. (W1006)

Humber Spares and Service

THE Humber specialists for s. spares—King Uplands 3637 See advt. under Parts & Accessories. (C1030/R)

JAGUAR

HENLYS, Ltd., ENGLAND'S Largest Jaguar Distributors. SELECTION of all models at attractive prices. (C10106/R)

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.) (C10106/R)

DEPOTS at: MANCHESTER (Blackfriars 7843.) (C10106/R)

BRISTOL (Bristol 21326.) (C10106/R)

BOURNEMOUTH (Bournemouth 6314.) (C10106/R)

NORTHAMPTON (Northampton 907.) (C10106/R)

CAMBERLEY (Camberley 77.) (C10106/R)

HOUNSLOW (Hounslow 3454.) (C10106/R)

FINCHLEY (Finchley 0081.) (C10106/R)

GREAT West Rd. (Basing 3477). Official Jaguar Service Station. (C10106/R)

CAMDEN TOWN SERVICE STATION (Gulliver 4141). (C10106/R)

HENLYS, Ltd., England's Leading Motor Agents. (C10106/R)

J. DAVY, Ltd. (C10106/R)

1951 Mark V Jaguar 3½-litre saloon, immaculate condition, licensed; exchanges welcomed: £785. (C10106/R)

1950 Mark V 3½-litre saloon, H.M.V. radio, low mileage, exceptional: £750. (C10106/R)

1951 XK120 5,000 miles, H.M.V. radio, unraced, many interesting features: £395. (C10106/R)

1951 XK120, 15,000 miles, one private owner, white/red hide: £325. (C10106/R)

180-4, Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.3 (Ken. 1108). (C1069)

ACRES offer: 1953 Mark VII Jaguar, 6,000 miles only, black with red leather upholstery, many extras, as new: £1,395. (C10106/R)

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. (C10106/R)

GATEHOUSE offer: 1953 Mark VII Jaguar, 1½, green, complete overhaul: £395.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)

SCOTT CARS offer: 1953 Mark VII, 6,000 miles, radio, heater, screen washers, loose covers, immaculate: £1,345. (C10106/R)

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. (C10106/R)

BOON & PORTER, Ltd. (C10106/R)

1952 Mark VII saloon, grey, one owner, fitted radio, new tyres: £1,050.—Castelnau, 6.W.13. (By Hammermill Bridge.) Riverside 4444. (C1022)

ELITE MOTORS offer: 1951 Jaguar XK120 sports 2-seater, blue, low mileage, never raced, radio, faultless mechanical condition: £895. (C10106/R)

1946 Jaguar 1½-litre special equipment saloon, black/brown leather, really clean car in excellent mechanical order: £355. (C10106/R)

ELITE MOTORS, 351/361, Garratt Lane, E. Broadway, Tel. Balham 2474 (4 lines). (C2005)

CHEPSTOW GARAGES, Ltd. (C10106/R)

1940 1½-litre saloon, beige, heater, perfect order, 5 new tyres, many extras: £325. (C10106/R)

1946 (November) 2½-litre saloon, metallic grey, heater, air-conditioning, etc., very smart and reliable car: £345. (C10106/R)

1948 (November) 1½-litre saloon, special equipment model, radio, Ace discs, many other extras: this car is like new: £545. (C10106/R)

CHEPSTOW GARAGES, Ltd., Ledbury Rd., W.11. Baywater 020 and 2949. (C1042)

1946 3½-litre Jaguar saloon, new tyres, new exhaust system, new battery, fawn: £320. (C10106/R)

X.L. Service Station, Kingston Vale, S.W.15, Kin. 8333. (C1060)

JAGUAR

ROSE & YOUNG, Ltd., offer: 1953 XK120 fixed head coupe, 8,000 miles, fitted extras, as new, birch grey: £1,395. (W3054)

1951 XK120, 14,000 miles, fitted radio, unraced, black: £575. (C10106/R)

1951 Jaguar Mark V saloon, low mileage, fitted radio, etc., black: £745. (C10106/R)

1950 Jaguar Mark V 2½-litre saloon, exceptional condition, black: £625.—65-69, Stenhouse Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tulsa Hill 6464. (C10357)

HAROLD SIMONS, Ltd., offer: 1950 Jaguar Mark V 3½-litre saloon, black, F.M.V. radio, heater and full equipment, one owner: £765; another, two-tone grey: £725.—Below. (C10106/R)

1939 series Jaguar 2½, saloon, splendid appearance and performance: £285; trade enquiries welcomed: 3 months' written guarantee; service after sale: exchanges deferred.—Harold Simons, Ltd., 597-601, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. (C1066)

H. BEART & Co. Ltd., offer: 1947 Jaguar 1½-litre special equipment saloon, finished in grey with grey upholstery, in very nice condition throughout: £495.—102, London Rd., Kingston-on-Thames, Tel. 3348. (C1091)

MAIDSTONE ENGINEERING Co. (C10106/R)

1947 (April) Jaguar 1½-litre special equipment saloon, finished in black with brown leather interior, fitted Ace disc, heater, demister, mechanically in really superb condition throughout, a most attractive specimen, open to any trial or examination: £450. (C10106/R)

CROSS St., Pendleton, Salford, 6, Manchester, Pen. 3457. (C10106/R)

SAUL & SLATTER, Ltd., offer: 1952 (Sept.) Jaguar Mk. VII saloon, one owner, finished in cream with red leather upholstery, 17,000 miles only, in excellent condition: £1,085. (C10106/R)

GLANFIELD LAWRENCE offer: 1946 Jaguar 1½, 8/E saloon, black/brown, 28,000 miles only, two owners, in truly specimen condition throughout: £445.—407, High Rd., N.12, Finchley 0091. (C1053)

RICHARDS & CARR, always best value. (C10106/R)

XK120 1953 fixed head coupe, 9,000 miles; £1,285. (C10106/R)

XK120 1951 2-seater, one owner, 9,000 miles; £945. (C10106/R)

XK120 1951 2-seater, unmodified, very smart; £825. (C10106/R)

35 Kinnerton St., London, S.W.1. Sloane 5424. (C1045)

LAMBS OF WOOD GREEN for Jaguars. (C10106/R)

£777!!! 1950/1 Mark V Jaguar 3½ de luxe saloon, magnificent and genuine small mileage, just like new throughout.—Below. (C10106/R)

£699!!! 1950 Mark V Jaguar 3½ de luxe saloon, excellent bodywork, clean interior, bargain price.—Below. (C10106/R)

£495!!! 1948 Jaguar 3½ de luxe saloon, definitely an outstanding example, perfectly maintained and small mileage; choice 2 others.—Below. (C10106/R)

£495!!! 1948 Jaguar 1½ de luxe saloon, carefully used, only 2 owners, in outstanding condition.—Below. (C10106/R)

£285!!! 1939 Jaguar 1½ drop head coupe, excellent chassis, sound hood and tyres.—Below. (C10106/R)

£285!!! 1939 Jaguar 3½ de luxe saloon, magnificent and outstanding vehicle, looks worth £500, 3 months' guarantee; hire purchase, exchanges. (C10106/R)

LAMBS OF WOOD GREEN for Jaguars. (C10106/R)

L 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). (C1052)

BROOKLANDS: Individuality, new and used cars. (C10106/R)

1952 Jaguar XK120 sports 2-seater, 6,000 miles BUY or sell your car with confidence. (C10106/R)

103 New Bond St., London, W.1. Mayfair 8351-6. (C10106/R)

CAMDEN MOTORS offer a selection of 35 Jaguars. (C10106/R)

1953 Mk. VII saloons, Mk. V saloons and drop heads, XK120 2-seaters; 1946-1949 saloons and drop heads, 1½, 2½ and 3½-litre; late pre-war series of all horse-power including three 1½-litre 1939 drop heads, three competition model 100 2-seaters; this week's special bargain, Mark V Jaguar saloon, 1949 model (January delivery), in grey with grey hide interior, two previous owners, maintained solely by local Jaguar distributors since new; unrepeatable value, £595. (C10106/R)

CAMDEN MOTORS, the used Jaguar specialists, C. Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

CHARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6286 offer: 1949 (Oct.) Jaguar Mk. V m.t., black/brown leather, radio and heater, excellent condition throughout: £685. (C10106/R)

SERVICE Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5986. (C10106/R)

1947 model 1½-litre Jaguar, splendid condition throughout: £385. (C10106/R)

1939 Jaguar 1½-litre, recolonised, engine in process of major overhaul: £290. (C10106/R)

1939 Jaguar 1½-litre drop head, resprayed, engine rebored, new carpets: £285.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26. Sydenham 6129. (C1068)

BARTLETT—Jaguar 1952 XK120 2-seater, £150 extras: £1,150.—27a, Pembridge Villas, W.11. (C1013)

1949 (July) 3½-litre Mark V Jaguar, black, radio and heater: £650. (C10106/R)

PART exchange, terms, open Mon. to Sat. till 8 p.m. inspection Sun. 10 a.m.-1 p.m. (C10106/R)

PRIORY GARAGE (WSTOW), Ltd., 296-310, Forest Rd., E.17. (C10106/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- JAGUAR**
1951 Mark V Jaguar, registered February, 1951, black with red leather, 11,000 miles. £795. CHESHIRE BROTHERS, Ltd., Myrtle St., Liverpool, 7. Royal 6534. [19614]
- 1948 1½-litre S.E. saloon, black, a well-preserved example. Written guarantee. £279.—Belton. [19614]
- 1939 Jaguar 2½-litre saloon, one owner, lovely car. £275.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Wuxlow 2643. [C2057]
- 1950 (July) 2½-litre saloon, 25,000 miles, as new; £695.—Mansfield Autos, Ltd., Euston 2587. [C3001]
- 1939 1½ saloon, heater, many extras, silver grey, excellent condition; £295 or offers.—Footprint 1380. [19533]
- 1952 Mark VII saloon, loose covers, privately owned, exceptional condition; £1,100.—Box 4188. [19425]
- 1953 (August) Jaguar Mark VII 3½-litre saloon, 10,000 miles, £1,500.—D. Rowe & Co., Ltd., Chichester, Tel. 2471. [19561]
- 1947 1½-litre Jaguar, appearance and mechanical condition excellent; £420.—Cole, Welsh Way, Cirencester, North Cerney 260. [19444]
- JAGUAR 2½-litre coupe (Sept. 1948), grey, brown leather, one owner, £395.—Stratford, Ltd., 80, Berkeley St., W.1. (Mayfair 4404). [C4022]
- 1946 Jaguar 1½, sin. excep. cond. throughout; £415.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]
- BEARDS OF KINGTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 3548. [0081/R]
- JAGUAR Mark VII, July, 1953, 6,000 miles, immaculate condition, black, red upholstery, many extras, offers; no dealers. [19533]
- 1949 Jaguar Mk. V 3½-litre saloon, black, exceptional condition; £650.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040]
- 375 gns.—Jaguar, September, 1947, 3½-litre saloon, sliding head, leather, heater, excellent condition; terms; exchange; £595.—Rowland Smith, below, 145. [19533]
- 145 gns.—Jaguar, 1936 2½-litre saloon, sliding head, leather, very good condition; terms; exchange; list; open 9 a.m. weekdays, Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]
- 1950 Jaguar Mark V 2½-litre saloon, colour black, showroom condition; £675.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3455. [C1077]
- 1951 XK120, 25,000 miles very carefully done, one owner, black used for domestic purposes only; £375.—Fuslie, Bushey Heath, Herts, 1885. [C2017]
- XK120, black, 1951, 11,000 miles only, not raced, Bowthorpe, Lowfield Park, Lowfield Heath, Sussex. [19530]
- JAGUAR 3½-litre, 1949, grey with grey leather, 15,000 miles since second engine, carefully driven, excellent condition; £475.—Leigh Park Motors, Datchet, Tel. 54. [19039]
- 1948 Jaguar 3½-litre saloon, grey, radio and special equipment, one owner, £465.—R. C. Winbush, Ltd., 312, Earl's Court Rd., S.W.5. Fremantle 8401. [C4056]
- XK120, late 1953 drop head coupe, 1,000 miles only; £1,495.—Clayton's Car (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050]
- JAGUAR Mark VII, 1952, radio, heater, faultless condition throughout and mechanically; £1,125; exchange considered.—Clinton Garages, Cheam, Surrey, Vic. 4500. [19489]
- JAGUAR 1949 Mark V blk. unscratched, htr., special wheel spats, one owner; £575.—c/o Davenport Garage 1 and 1a, Davenport Rd., Catford, S.E.6. Hither Green 2275. [19401]
- 1948 Jaguar 3½-litre drop head fourseats coupe, two owners from new, 44,000 genuine miles, has been extensively owned and maintained from new; £455. [19456]
- BO TIMMS (MOTORS), Ltd., 17-18, High St., Tordington, Beds., Tel. 371. [C4064]
- ETON GARAGES offer 1951 green XK120 Jaguar, single owner, never competed; £1,235 extras, including plastic top; £925.—Apply, 124, High St., Eton, Tel. Windsor 519. [19300]
- 1951 Jaguar XK120, excellent condition, black with red hood; £555.—Charles Simpson Motors, Ltd., Staples Corner, Hendon, N.W.2. Tel. Gladstone 1246. [19538]
- 1949 Jaguar 3½-litre, black with brown leather upholstery, heater fitted, one owner from new; £435.—Noden & Arden, 153-155, Boughton, Chester, Tel. Chester 25914. [19548]
- 1951 (May) XK120 Jaguar 2-seater, exceptional condition, Underseated, radio, twin exhaust; £500.—Halls (Fintry), Ltd., Odion Parade, M. Finchley, N.12. (Tally Ho) Hll 1044. [19584]
- 1948 (December) Jaguar 2½ saloon, grey, red leather, 31,000 miles, one owner, perfectly maintained, bargain; £495.—Western 0058, Evesing, Speedwell 5268. [19266]
- 1954 Jaguar Mark VII saloon, black, red upholstery, radio, heater, genuine mileage 2,000 only; £550.—Steele Griffiths, London, S.E.5. Romney 2201. [19589]
- MARK VII Jaguar, grey, 1953, 15,000 miles, heater, radio, director's car, carefully maintained and driven, as new; £1,350.—Helleman, Tinsley Lane, Crawley, Tel. Crawley 747. [19579]
- 1953 (February) Jaguar Mark VII saloon, grey with red trim, loose covers, 9,000 miles, one careful owner, licensed 10 months only; accept keen price for quick sale.—Weybridge 600. [C4023]
- 1952 Jaguar Mk. VII saloon, 14,000 miles, one owner, radio, heater, line mats, taxed, very guaranteed unblemished; £1,195; terms, exchange; Cyril Sheppard of Reading, Sonning 2545. [19595]
- 1946 (Nov.) 3½-litre Jaguar saloon, gunmetal, red leather, mechanically perfect, coachwork exceptionally good condition, new engine; £375.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015]
- JAGUAR**
£560.—1949 (Oct.) Jaguar 3½-litre Mark V saloon, grey with grey hide, fitted radio, heater, taxed year, spot lamps, in immaculate condition; 1½ deposit.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. Cheetham Hill 1924. [19566]
- 1949 Mark V Jaguar, 40,000 miles, new pistons, light grey with blue leather upholstery, wing mirrors and radiator muff, meticulously maintained; £600.—Aitchison, 1, Moorfield, West Jesmond, Newcastle upon Tyne. [19532]
- C-TYPE racing competition 2-seater, late 1953, meticulously maintained, 3 carburetors, Panhard rod, all ready for season, capable of 150 m.p.h., virtually as new.—Chipsdale Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Fixman 0052-753-715. [C1046]
- 1939 Jaguar 1½-litre saloon, this car has recently had nearly £300 spent on reconditioning, is perfect throughout and better than many post-war models, must be seen and tried to be appreciated; £375; part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]
- £1095.—1953 (Dec., '52) Jaguar Mark VII saloon, colour black, brown hide, fitted heater and taxed, mileage 17,000, car unmarked and as new; 1½ deposit and your car in exchange.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. Cheetham Hill 1924. [19565]
- 1948 Jaguar 1½-litre saloon de luxe, radio, heater, windscreen washers; this car has done only 4,000 miles, since having reconditioned engine, new gear box, steering box, hub races, king pins, brake linings, battery and clutch; the whole car is in beautiful condition throughout; £495.—P. Inwards, Ltd., 473, Cranbrook Rd., Hford, Essex, Val. 1056. [19535]
- 1951 (March) Mk V 3½-litre saloon, suede green/green hide, one owner, 30,000, works maintained regardless, first-class condition every respect, £745; also 1950 (April) Mk V 2½-litre saloon, black, one owner, 20,000, fitted £150 extras, probably finest in England, £725; terms, exchange; A.A. or R.A.C. welcome; phone any time.—Birmingham, Bearwood 1197. [19495]
- OFFERS wanted for 1951 Jaguar XK120; this car is something really outstanding in that some £700 has been spent on modifications, extra equipment and special paint and chrome finish throughout; colour mustard and black with upholstery to match, radio, heater, blinkers, twin exhausts, etc., must be seen and tried to be fully appreciated; part exchange enquiries welcome.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]
- XXX 1948 series Jaguar 3½-litre saloon, finished in black with chromium bright fittings, covered only a low mileage, bodywork is virtually unmarked and the very full equipment includes sliding roof, heater, 2 pass lamps, adjustable steering, etc., it has a delightful performance and must be seen to be appreciated; written guarantee; £450; terms, exchange;—H. F. Edwards, 28-30, Upper High St., Epsom, Surrey, Tel. Epsom 9400. [C2001]
- Jaguar Cars Wanted**
R. ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]
- COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. [0234/R]
- SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.
MAIN dealers, urgently require modern Jaguar cars. [W4002/R]
- M. ME. VII reqd.—Swansea 22854 evenings, or Box 4210. [19490]
- BARTLETT will pay more for good Jaguars.—27a, Pembroke Villas, W.11. Bayswater 0523. [W1015]
- MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Six. 8000, Seven Sisters Rd., Tottenham, N.15. [0180/R]
- RICHARDS & CARR buy XK120 Mark V and Mark VII.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W5045]
- PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]
- TOP price paid for Jaguar or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]
- LONDON CARS urgently require 1946-49, 1½-litre saloons.—592-6, Greenford Rd., Greenford, Middx. Wuxlow 2645. [W2057]
- 1953 Mark VII wanted, low mileage and new condition essential, cash or exchange 1954 Rover 75.—146, Friargate, Preston, Lancs. [19628]
- XXX H. F. Edwards offer immediate cash for good Jaguar cars.—Details please to: 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [W2059]
- Jaguar Spares and Service**
HENLY'S, Ltd.
ENGLAND'S Largest Jaguar Service Station.
GREAT West Rd., Brentford. (Ealing 3477.)
SPARES and replacement engines for all models from 1938.
AND at Manchester, Cheetham Hill Rd., Deansgate 6219-7. [0565/R]
- QUICK completion of repairs. [0565/R]
- SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.
FULL stock of spares, Jaguar repairs and maintenance.—Service Station Green Lanes, N.15. Palmers Green 3631-2-3. [184002/R]
- Jaguar Spares and Service**
PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares, replacement units and repairs facilities.—Bath Rd., Slough, Tel. 22394. [0430/R]
- R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spare service available.—521, Romford Rd., Forest Gate, E.7. Marylands 4918. [0435/R]
- LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R]
- LANCASHIRE specialized sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton Tel. 4080; Deansgate, Manchester, Tel. Deansgate 4507. [0391/R]
- WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley, Arnold 1154-5. [0719/R]
- JEOP**
JEOPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4718. [0630/R]
- JEOPS.—Britain's leading Jeep specialists, all spares in stock, prompt despatch, rebuilt Jeeps detachable bodies, utilities, 24-hour service.
MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. [0041/R]
- £120 buys a special bargain.—See Metam famous for 12 conversions.—98B, Belisle Lane, N.W.3. Hampstead 8231. [0527/R]
- JEOPS!—Several first-class Willys and Ford Jeeps for sale; also comprehensive stock of spares.—Autowork, Ltd., Winchester, Tel. Winchester 4634. [C1010]
- REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (see Jeep Spares below). [19495]
- UNIVERSAL CAR DISTRIBUTORS (LONDON).
Ltd.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc., noted for all American spares.—531-533, High Rd., Chiswick, London, W.4. Chiswick 1919/6550. [0355/R]
- Jeeps Wanted**
ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]
- Jeep Spares and Service**
JEEP Service Station overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 80, Cadogan Lane, London, S.W.1. Sloane 5785, 4742, 4758. [C3066]
- JENSEN**
BROOKLANDS: Individuality, new and used cars.
NEW JENSEN Interceptor for early delivery; particulars available on '541'.
1951 Jensen Interceptor cabriolet.
BUY or sell your car with confidence.
103, New Bond St., London, W.1. Mayfair 8551-6. [C1029]
- JOWETT**
W. WELBECK MOTORS, Ltd., for Jowetts.
A SELECTION from our stock:—
1953 Jupiter Mark IA, ivory with red leather, H.M.V. heater, twin spots, wipers, 10,000 miles, as new; £750.
1952 Jupiter Mark I, red, Series III engine just fitted, heater, twin spots, almost new; £650.
1950 Javelin de luxe, Motorols, every conceivable extra, Series III type replacement engine fitted 6,000 miles ago, a really excellent car at £525.
1949 Javelin de luxe, grey, radio; £430.
1952 Bradford utility de luxe, one owner, low mileage, original tyres barely worn; £380.
WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 5991 (6 lines). For the largest Jowett agents in the country. [C4049]
- NEWHAMS, Ltd.**
1952 Jowett Javelin de luxe saloon, excellent condition; £595.
NEWHAM House, 235-9, Hammersmith Rd., London, W.8. Riverside 4646. [C3024]
- CAR MART, Ltd.**
1950 Jowett Javelin de luxe saloon; £535.—Car Mart, Ltd., 150, Park Lane, W.1. Mayfair 3434. [C1039]
- BRADSTOCK MOTORS, Ltd.**
£585.—1952 Jowett Javelin black saloon, black, brown leather, covers, one owner, low mileage, immaculate.—Chase Rd., Epsom, Tel. 633. [C1090]
- TOM GARNER, Ltd., offer:—**
1953-4 Jowett Jupiter Mark IA sports 2-seater, black with red leather, 3,500 miles only; £750.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 5265-6-7. [C2030]
- CAVENDISH MOTORS offer:—**
1952 (June) Javelin, one owner, heater, radio, leather upholstery, beautiful condition, unmarked interior and exterior, perfectly maintained mechanically, must be compared against new car to be valued; £575.—Cavendish Motors, Highams Park, London, E.4. Larkwood 2744 & 5954. [19559]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

CLARKES OF PIRBRIGHT.

The Jowett centre of the south offer:—

1953 standard Javelin, 400 miles; £400.

1952 Jupiter 2/3-seater sports, British racing green, beige leather, heater, flamethrower and pillar lamp, recent engine overhaul; £595.

1949 Javelin de luxe saloon, golden sand and brown hide upholstery, extras include twin spot lamps, twin rear lamps, heater, Ace Rimbells and loose covers, fitted with hardened crankshaft; £475.

NEW Javelin available from stock.

WE wish to purchase good used Javelin and Jupiter cars.

CLARKES OF PIRBRIGHT, Pirbright, Surrey. Tel. Brookwood 2201. [C1049]

MAIDSTONE ENGINEERING CO.

1950 Javelin saloon, finished in literally unblemished black and chrome, fitted heater and new loose covers, excellent tyres, this car was recently fitted with a works reconditioned engine and has only covered a small mileage since; £450; terms, etc.

CROSS ST., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000]

RICHARDS & CARR, always best value.

1950 Javelin de luxe, one owner, heater, smart; £495.

1949 Javelin, recent £160 overhaul, Series III engine; £495.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

JOWETT SALES, Golders Green, offer:—

1949 Jowett Javelin de luxe saloon, reconditioned engine; £425.

1952 (Feb. 2) Jowett Javelin standard saloon, one owner, low mileage, heater, highly recommended; £530.

JOWETT SALES, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C1004]

JOWETT SALES, Golders Green, offer:—

1952 (Oct.) Jowett Bradford de luxe utility, one owner, 12,000 miles, like new; £375.

JOWETT SALES, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C1004]

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1953 Series III Javelin de luxe saloon, 5,500 miles; £765.

1953 (December) Javelin standard saloon, 400 miles; £795.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

1951 Jowett 4-door saloon de luxe, small mileage; price £510.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19, Rus. 2874/5. [E8410]

£595!!!—1952 Jowett Javelin saloon, fitted radio and heater, very carefully used car, nominal mileage.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

£565—1952 Jowett Javelin de luxe saloon, colour beige, one owner only, in splendid condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008]

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd., 228, 234, London Rd., Croydon, C. 3641-2; 206, Gt. Portland St., W.1. Eus. 4632-4; Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. [C4063/R]

LATE 1951 Javelin de luxe, immaculate condition, heater; £535—Motorwell, 291, Green Lanes, London, N.13. Pal 5514. [E8616]

1952 Jowett Javelin de luxe saloon, black, brown leather, one owner, a specimen car, 3 months' guarantee; £595—Below.

1952 Jowett Javelin saloon, bronze, beige interior, one owner, heater, as new, any inspection, 3 months' guarantee; £565—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034]

1951 Javelin de luxe saloon, immaculate; £525. G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kingston 2241. [C4053]

1952 Jowett Javelin saloon, one owner, 30,000 miles, taxed to the end of the year; £550—Egertons (Ipswich), Ltd., Crown St., Ipswich. [E8301]

1951 model Javelin de luxe, radio, heater, in nice condition, reasonable mileage; £495—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 6638. [C4059]

1949 (November) Jowett Javelin, green, one owner since new, excellent tyres, appearance and mechanical condition; £445—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 6632 or 7008. [C2019]

1949 Javelin de luxe saloon, an outstanding example of this series; cellulose and interior in excellent condition, finished turquoise blue, fitted radio, regularly serviced and engine just reconditioned by us; this car is thoroughly recommended; £445—Gordon White & Co., Ltd., Gerrards Cross 2077. [E8576]

Jowett Cars Wanted

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 3391. Largest Jowett agents in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. [W4049]

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

Jowett Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

Jowett Spares and Service

F. FAIRMAN & SONS, Ltd., East Surrey distributors. COMPLETE spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [O961/R]

KINGSTON-ON-THAMES Jowett distributors; all spares and replacement units available plus specialised service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin. 2241-2. [E84053/R]

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [O009/R]

BIRMINGHAM agents; large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [O549]

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [O073/R]

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years Jowett experience, spares and service. [O759/R]

LAGO-TALBOT

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1951 Lago-Talbot 2-litre, finished maroon, beige leather, radio, heater, special body by Saoutchik, whitewall tyres, Marshal headlamps and spot-lamps, fitted suitcase in luggage boot, Perspex steering column, Wilson gearbox, immaculate condition throughout; £1,750. [C1001]

A

GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

LAGONDA

H. W. MOTORS, Ltd., offer:—

1950 Lagonda drop head coupe, gunmetal grey, red leather, one owner, works maintained; £1,250.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2024]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1953 Lagonda 2.6-litre drop head fourseater, radio, 12,000 miles, virtually as new; £1,895.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023]

BROOKLANDS: Lagonda distributors; latest 1954 models on show and for demonstration.

1953 Lagonda 4-seater drop head coupe, one owner.

1952 Lagonda saloon, 13,800 miles, radio.

THE above are guaranteed.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1937 4½-litre Rapide sports tourer, outside exhausts, now in course of comprehensive workshop check.

1939 V12 sports saloon, Sanction II engine, excellent history.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines, Tel. Staines 4211-2-3-4-5. [C1080]

PERFORMANCE CARS, a good selection, always available; written guarantee.—See under "Sports Cars." [S041/R]

A SPECIMEN 1937 L.O.45/G108 drop head; £375; terms, exchanges.—45, Park Rd., Hampton Hill, Middlesex. Molesey 913. [C4069]

LAGONDA

1938 Lagonda V12 short chassis sports saloon, dark blue, two owners, radio, heater, etc., immaculate; £675.—Automo, Hampstead 3430. [E8603]

1950 Lagonda 2½-litre saloon, grey, blue leather, heater, radio screen sprays, spot lamps, etc., whole car in superb condition; £895, part exchange considered.—Watsons (Gt. Yarmouth), Ltd. Tel. 3677-8-9. [E8505]

£165!!!—Rare and unusually well-maintained Lagonda open sports 4-seater, the well-known 3-litre, economical, fast chassis, absolute bargain; also 1937 4½-litre sports saloon, the finest condition we have ever had; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

LAGONDA 2½-litre drop head coupe, 1953 model (first registered December, 1952), guaranteed genuine mileage 10,675, this one-owner car has been most carefully maintained and has never been driven really fast, it is fitted with H.M.V. de luxe radio with 2 speakers, and Karobes seat covers, and is in perfect condition throughout; price £1,695 or nearest offer.

ARCHERS (SHIRLEY), Ltd., Stratford Rd., Shirley, Birmingham. Tel. Shi. 1125-6. [E7621]

Lagonda Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.) the Lagonda specialists, offering every possible service facility to all Lagonda owners, including honey-combe liners and the now popular centre gearchange for the 2.6 model.

273, London Rd., Staines. Tel. 4211 (5 lines). [S1090]

LANCHESTER

DICKS.

1939 Lancaester 14 saloon, most carefully used; £250.

DICKS CAR SALES, Ltd., 385/401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

CAR MART, Ltd.

1952 Lancaester 14hp Leda saloon, heater; £895. —Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

GUY SALMON AUTOMOBILES offer:—

1953 Lancaester 14 saloon, grey, red leather, 2,000 miles only, supplied new by us, screenwashers, Ace Rimbells, radiator muff; £1,035.—Portsmouth Rd., Sainsbury, Dittin, Emsworth 5551-2-3. [C4001]

STRATSTONE, Ltd., Lancaester distributors.

LANCHESTER 14hp saloon (1953), grey, red leather, low mileage; £1,050.

LANCHESTER 10hp saloon (1951), black, brown leather, radio; £795.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [C4022]

BROOKLANDS: individuality, new and used cars.

1953 Lancaester 14 saloon, 2,500 miles.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

195ms.—Lancaester 14, 1959 model Roadster de luxe saloon, sliding head, leather, manual gear change, i.f.s., good condition; terms, exchanges.—Rowland Smith.—Below.

95ms.—Lancaester 14, 1937 model Roadster saloon, sliding head, leather, presselector, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

XXX 1953 (May) Lancaester 14 saloon: this quite exceptional one owner car has covered only a low mileage, is finished in maroon with red leather upholstery and carpets to tone, and fitted with a set of high quality loose covers; it is quite indistinguishable from new in appearance and is offered at the most attractive figure of £975; written guarantee; terms, exchanges.—H. P. Edwards, 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001]

Lancaester Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancaester.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

1946 47 or 48 Lancaester 10 saloon wanted, in good condition.—I. A. Simons, 1, Brookdale, Finchley N.2. [W4065]

XXX H. F. Edwards offer immediate cash for good Lancaester cars.—Details please to: 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Lancaester Spares and Service

ARCO ENGINEERING, Ltd.—Presselected gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [O337/R]

COYDON.—Donald Vince & Co., Ltd., Daimler & Lancaester specialists, for sales and service.—Kilminster Rd., Croydon 5775. [O669]

LANCIA

MAIDSTONE ENGINEERING CO.

1937-8 Lancia Aprilia saloons, choice of 2, both fitted with works reconditioned engines and reconditioned; from £235.

CROSS ST., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000]

APRILIA 1939 coachbuilt saloon, two owners, excellent throughout; nearest £325.—Box 4203. [E8442]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCIA
While waiting for the right Aprilia at the right price, why not run a Fiat 1100?
G. A. BROOKS, Ltd., offer a 1939 saloon for £185.—Edenbridge, Kent. Tel. 3289. [C1084]

1939 Lancia Aprilia saloon. Andre shock absorbers, twin spotlights, windscreen washer, etc.; £350.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4067]

LANCIA Astura 3-litre pillarless saloon, 1936, one owner, 45,000 miles, excellent original condition; £220; terms, exchanges.—45, Park Rd., Hampton Hill, Middlesex. Molesey 913. [C4069]

1939 Lancia Aprilia four-seater coupe, black/brown coachwork by Farina, chassis reconditioned throughout regardless of cost; any test or inspection invited; £285.—Naylor & Root, Ltd., 25, East Hill, Chatham Junction, S.W.11. Batt. 2252. [C3022]

LANCIA Astura four-seater drop head coupe, recent engine overhaul, also body repainted in aluminium at the cost of £400; ideal holiday car for touring caravan, car to be seen to be appreciated; £365.—Tel. Fremantle 8401. [C4056]

LANCIA Aprilia touring, 1938 2-4-seater by Eagle, genuine mileage 60,000, car in top mechanical condition, over £120 spent this year and serviced by Hampton and Rockell, Ltd., fitted Masteradio, Andre telecontrols, new tyres and two spares, spare reconditioned Scintilla Vertex magneto; price £365.—Box 4194. [C4131]

1939 Lancia Aprilia with '47 improvements, absolutely exceptional and outstanding example, gunmetal grey saloon body unmarked (doors perfect), suspension, steering, transmission overhauled, '53, new clutch, timing gear rocker mechanism, etc., engine (just decocked) 100%, reconditioned June last. Weber carburettor, sizzling acceleration, 35mph 3000, cuts through traffic like a knife, quite flawless through out, innumerable extras incl. Fram oil filter, Motorola radio (speaker in roof), Smith's heater, Trico windscraper, Lucas de Luxe Windones, Norel Neck Rear-late Marchal fog lamp, do. head lights, extra-bright French-type amber flashing direction indicators (red flash warning switch), amp meter, battery capacity indicator, electric demisting fan on dash, parking lights both sides, Rickauto auto. cig. dispenser and lighter, compass, fire ext., bug-deflector, Redex Lubricograph, new tyres, battery 3 months, taxed June 30th, 1954, with six months uncondit. guarantee, will repay double in usable performance and utter reliability; cost over £1,000. '52, £500 spent since, receipts, owner forced to sell.—Box 4200. [C4447]

Rowland Smith's the Car Buyers—Highest cash prices for Lancia—Hamstead (Tube) N.W.3. Ham. 6041. [C4018/R]

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias—41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [C4054/R]

LANCIA—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—175, Westbourne Grove, W.11. Bay. 4274. [C4055]

LANCIA Spares and Service
LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialist mechanics; genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works Alperston, Wembley. (Pervase 5656.) [C3020/R]

LEA-FRANCIS
H. A. SAUNDERS, Ltd., offer:—

1950 Lea-Francis shooting brake, maroon varnished coachbuilt body, £250.—Hillside 5272 (8 lines). 836—842, High Rd., N.12. [C2027]

HAROLD SIMONS, Ltd., offer:—

1951 Lea-Francis 14hp saloon, black, brown leather, sun roof, heater, an immaculate car; £650; trade enquiries welcomed; 3 months' written guarantee; service after sale, exchanges, deferred.—Harold Simons, Ltd., 100, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-53. [C4065]

B. J. HUNTER, Ltd., offer:—

1950 Lea-Francis 24-litre sports coupe, very fast, most attractive car; £595.

1948 Lea-Francis 14hp saloon, maintained regardless; £495.

HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303. [C2040]

MAIDSTONE ENGINEERING CO.

1951 (March) 14hp Lea-Francis Sportman's saloon, this is the latest streamlined model most beautifully finished in burgundy and black with fawn leather interior fitted heater, Rimbellishers, screenwashers, instruction books and complete set of all tools, this is a genuine one-owner car that has only covered a small mileage open to any examination or trial; £795, terms, exchanges.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000]

CHARLES POLLETT, Ltd., sole distributors, Lea-Francis, London and Home Counties, offer:—

1951 Lea-Francis 14hp streamline saloon, maroon, beige leather, radio and heater, screenwash, sun roof, one owner, 21,000 miles, guaranteed; £825. SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C4010]

LEA-FRANCIS 1951 24-litre saloon, black and grey/leige leather, radio; £650.—J. Fricker, Ltd., Putney 5077. [C2016]

1947 Lea-Francis 14hp streamline saloon de luxe by Coachcraft, maroon with brown hide, fitted heater and radio, nominal mileage, very fast and economical, original cost £1,600; our price £425.

RO TIMMS (MOTORS) Ltd., 17-18, High St., Tooting, Brixton, Tel. 371. [C4064]

LEA-FRANCIS

1949 Lea-Francis 2-seater, ivory, new hood, tyres, etc., outstanding; £495, terms, exchanges.—Cyril Sheppard of Reading, Sonning 2345. [C694]

495 ens.—Lea-Francis 1950 series 24-litre streamlined sports saloon, leather, l.f.s., radio, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [C4018]

1951 Lea-Francis 14hp saloon, green with green leather, radio, heater, one owner, maintained in perfect condition, distinctive and appealing to the discerning motorist; £695, exchanges, deferred terms.—Hills Garage, Red Bank Rd., Bisham, Blackpool, Tel. 51941. [C461]

LEA-FRANCIS (January, 1951) 14hp 6-light streamlined saloon, finished black with beige leather, heater, screen wash, one careful owner, whole car in immaculate condition, 10,000 miles; guaranteed at £825. MOTOR GARAGE, Romsey Rd., Cadnam, Hants. Cadnam 3501. [C284]

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd.

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303. [C2040]

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Lea-Francis—Hamstead (Tube) N.W.3. Ham. 6041. [C4018/R]

LOW-MILEAGE Lea-Francis 24-litre saloon wanted immediately at realistic figure by private buyer, must be immaculate.—55, Broadwalk, South Woodford, E.18. Wanstead 2699. [C501]

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [C392/R]

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [C595/R]

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Lea-Francis Distributors East Glamorgan.—Spares and service. [C0863/R]

LIMOUSINES

DAIMLER Straight Eight 26hp 7-passenger limousine (1935), black, cloth to rear, in good condition.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). £295. [C4022]

125 ens.—Daimler 20 1934 Mulliner 7-seater limousine, black, front leather, rear fawn cloth, division, face-forward occasional, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hamstead (Hamstead Tube). Hamstead 6041. [C4018]

CAMDEN MOTORS for limousines.—Rolls-Royce 25/30 full 7-passenger Thruway & Maberly body, 1937 model series GAN, Nov. 1939, delivery, black grey, widest occasional, formerly owned by funeral directors last 11 years; overhauled periodically by Rolls-Royce repairers, very good condition; £695.

CAMDEN MOTORS for limousines.—20/25 Mulliner 7-passenger, 1935, taxed privately since new, very carefully used, discs, new Dunlops, very much above average condition; £495.

CAMDEN MOTORS for limousines.—Choice of three earlier 20/35 limousines, 1932-1933, from £295.

CAMDEN MOTORS for limousines.—1951 Armstrong Siddley 18hp models, visit occasional, full air conditioning, all leather upholstery, all privately owned; choice of three from £495.

CAMDEN MOTORS for limousines.—Sheerline and Princess 1951 models, both in black directors' cars owned by small north country industrial concern and chauffeur driven and maintained; both very low mileage specimens; £1,085 and £1,145.

CAMDEN MOTORS for limousines.—Humber Mark III July 1951, leather upholstery, one owner, faultless, £1,195; same model with standard upholstery slightly cheaper.

CAMDEN MOTORS for limousines.—Humber Mark II Pullman models 1949-1950, choice of six all in black, with usual built-in heater and radio; all privately owned and taxed, from £795.

CAMDEN MOTORS for limousines.—Humber Pullman models, 1946-1948, choice of several with reconditioned engines, and all in extremely good order; from £525.

CAMDEN MOTORS for limousines.—Humber 7-seaters, Pullmans, etc., 1937/1940, several from which to choose; £225.

CAMDEN MOTORS for limousines.—American models, almost every type in stock, Buick Pullman, Packard Super Eight, Dodge 26 (with overdrive), Chrysler Wimbledon and Imperial.

CAMDEN MOTORS for limousines.—Daimler E.L.24, 1937/9, all black cars, suitable follow-on coaches for funerals, weddings or high-class Daimler Hire-Service; choice of three from £345.

CAMDEN MOTORS for limousines.—The largest selection in the country; over 70 in stock; call, write or phone for free catalogues.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. [C1035]

A&S Limousines Specialists: Display Fifty cars fully maintained privately owned 7-passenger Limousines (mechanical guarantee certificate) ready service.

A&S Limousines (see classified advertisements) Armstrong, Austin Twenty, Three Sheerline 7-seater, 1951/2 Hircars, Twelve post-car Humber, selection first class condition Rolls-Royce 1939 Deluxe model Packards, 1950 Wolseley, Detailed Lists despatched. Competitive prices. Alps & Saunders Limited, Providence Court, North Audley Street, Mayfair-294. [C1006]

LINCOLN

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. [C0748/R]

LINCOLN-ZEPHYR

1938 Lincoln-Zephyr saloon, small mileage, perfect condition; radio; £325.—Box 4206. [C4945]

1938 Lincoln-Zephyr, 36hp, fixed head coupe, new engine recently fitted, superb condition throughout, any inspection; £185.—Atlantic Garage, Mullion, Cornwall. Tel. M.1100 294. [C633]

MERCEDES

BARTLETT—Mercedes type 500 Cabriolet, works maintained, superb condition; £475.—27a, Pembroke Villas, W.11. [C1013]

MERCEDES diesel type S.D. saloon, first registered 24.5.53, finished in green, this car has been most carefully used, and is in absolutely immaculate condition throughout; £1,400.—Write Box 3959. [C8010]

MERCEDES-BENZ

MAIDSTONE ENGINEERING CO.

1936 Mercedes-Benz type 500K supercharged sportsman's saloon, right-hand drive, recollused in duo grey with fawn leather interior, fitted all new tyres; the appearance of this car is most attractive, the paintwork is unblemished, the performance is truly amazing with a maximum of well over 100mph, the car is taxed and ready for immediate use; £450, terms.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000]

MERCEDES-BENZ (Great Britain), Ltd., offer:—

1939 Type 230 4-d or saloon, Continental steering, black and red with red leather upholstery; may be seen by appointment.—Victoria 8715-6. [C5003]

Chippendale Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1954 Mercedes-Benz type 300 saloon, black, red leather, 2,000 miles; has been used on demonstration.—Woking Motors (Maybury Hill), Ltd. Woking 1928. Mercedes-Benz distributors. [C4057]

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [C4735]

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. [C0748/R]

M.G.

1949 (August) M.O. export car, one of last T.C.s

manufactured, equipped special export features, headlights, etc., full history, genuine mileage, recently fitted works reconditioned engine, gear box, axle, improved suspension with Woodhead dampers, etc.; individualities: bumpers, wipers, windshields, tubular rack, etc.; beautiful black red interior, silver wheels, zip tonneau; bills; an enthusiast's car; others need not apply. £440, terms, exchanges.—Beverly Motors, Beverly Rd., Highgate Park, London, E.4, Larkwood 7208 or 2051. [C1086]

CAR MART, Ltd.

1953 M.G. T.D. Midget 2-seater, list price £715; special price £675.—Car Mart, Ltd., 57, Davies St., Grosvenor Square, W.1. Mayfair 5011. [C1039]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY. The hire-purchase specialists.

1949 M.G. T.C. roadster, recently completely overhauled and recollused, fitted many extras, including spot lamps, badge bar, heater, reverse lights, etc., one careful owner only; 4250s.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars over £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C3047]

B. J. HUNTER, Ltd., offer:—

1952 M.G. T.D. sports 2-seater, enthusiast owned; numerous extras, positively unmarked; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303. [C2040]

MAIDSTONE ENGINEERING CO.

1949 M.G. 2-seater T.C. model, this car is in really excellent condition throughout and has only covered 22,000 miles since new; the car has just been completely recollused in cream and black wings, fitted new battery and new front tyres, chrome pass lamp, etc.; a most beautiful specimen of this model; £425, terms, etc.

CROSS St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000]

COMBS & SONS (GUILDFORD), Ltd., offer:—

1950 M.G. 1½ saloon, black and green leather, 21,000 miles; £295.

COMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

BROOKLANDS—Individuality, new and used cars.

1953 M.O. T.D. 2-seater, 6,000 miles.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-5. [C1029]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.
PARADE MOTORS (MITCHAM), Ltd., offer—

1946 M.G. TC. black, fitted oversize wheels all round, many extras; £365
1938 M.G. VA 12hp drop head coupe, black blue; £295
1937 M.G. TA. red; £245.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392

JACK ROSE, Ltd. (M.G. agents and stockists) offer—

1953 M.G. T.D. in cream with green hide, one-owner car, 2,000-odd miles, in new condition throughout; £650.

(October) M.G. T.D. in black with green hide, mileage, fitted detachable hard top, radio and many other extras, enthusiast's car; £585.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

PERFORMANCE CARS.—For this week's selection see our display advert. on page 51. [C3041]

1949 M.G. T.C.; £425.—Hillingdon Motors, 325, Long Lane, Hillingdon, Tel. Uxbridge 412. [C3062]

BEARTS of Kingston, M.G. specialists, sales, spare parts, repairs.—102, London Rd., Kingston, Tel. Kln. 5348 [C3062]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [C3062]

1938 1½-litre M.G. saloon, recent overhaul, body perfect; wireless; £200.—Tel. Buckhurst 2435. [C3062]

M.G. Sept. '47, reconditioned engine 10,000 miles, radio, extras; 3600s o.n.o.—Tel. Upminster 5635 (office). [C3062]

1936 P.B. Midget, smart, reliable; £195; seen London or Colton.—"Debdale," Quenborough, Leicestershire. [C3062]

1953 M.G. T.D. black, heater, 12,000 miles, perfect condition; £625.—Herbert Terry & Sons, Ltd., Redditch. [C3062]

1953 M.G. T.D. Mark II Midget, cream, 5,000 miles only, numerous extras, indistinguishable from new; £545.—Box 4202. [C3062]

JOHN BRYANT & SONS, Ltd., New St., Birmingham. [C3062]

1937 T.A. M.G. black, enthusiast owned, exceptional condition, repainted, absolute bargain; £240.—Derwent 3711 evenings. [C3062]

1947 M.G. sports T.C. model, black, red upholstery, looks new in every respect; £425.—Steele Griffiths, London, S.E.5. Rodney 2201. [C3062]

1950 model M.G. 1½ saloon, really excellent condition throughout, many extras, new tyres and taxed year; quick sale; £555.—Box 4202. [C3062]

575s.—M.G. Midget, 1952, 11hp T.D. 2-seater, British racing green, fawn leather, heater, one owner, exceptional; terms, exchanges.—Rowland Smith, below. [C3062]

465s.—M.G. Midget, December, 1949, T.C. 2-seater, heater, Cambridge blue, fawn leather, luggage carrier, very carefully used; terms, exchanges.—Rowland Smith, below. [C3062]

345s.—M.G. Midget, October, 1946, T.C. 2-seater, black, fawn leather, very good condition; terms, exchanges.—Rowland Smith, below. [C3062]

245s.—M.G. 1939 2½-litre sports saloon, sliding head, leather, radio, Windtone horns, Ace discs, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C3062]

1947 (May) M.G. T.C. black, immaculate throughout; M.G. reconditioned engine, very low mileage; genuine first-class car; £360; private sale. [C3062]

Box 4204. [C3062]

£225.—2-litre 1937 (Apr.), reconditioned engine, recolloured, invoices, garage maintained, bargain.—Nuttall, Holmleigh, Central Ave., Eccleston Park, Prescott. [C3062]

M.G. 1½-litre saloon, '38 model, in excellent condition throughout; a very good performance; £245; terms and exchanges.—Oscar Moore, 204, Ballards Lane, N.3. Finchley 2920. [C3062]

£225.—M.G. 2-litre sports saloon, recolloured asure blue, extremely attractive, excellent runner; £100 down.—Bray Motors, 160-194, West End Lane, N.W.6. Hampstead 6450. [C3062]

1937 M.G. 2-seater sports saloon, £195; or hired 35 months inc. tax and insurance, £10/10/0.—The Cooden Engineering Co., Ltd., Cooden, Bezhill-on-Sea. Tel. Cooden 600. [C3062]

JULY 1951 T.D. 23,000 miles, ivory with red upholstery, unmarked, as new, several extras; £535; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C3062]

CAMDEN MOTORS offer a selection of 20 M.G.s. Midgets from P.A. series to T.D. 1953; choice of 3 1½-litre saloons 1949-1951 and various late pre-war 1½-, 2- and 2½-litre saloons, tourers and drop heads. [C3062]

CAMDEN MOTORS, Leighton Buzzard, Beds. 791. [C3062]

£204. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C3062]

1948 (Jan.) M.G. 1½ saloon, black, leather, fitted heater, perfect; £465.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C3062]

1953 M.G. Mark II, green, 6,000 miles, many extras, faultless, personal delivery taken from works; £665.—Sandford, Woodbridge Corner Leatherhead, Surrey. Tel. 3033. [C3062]

£125.—J.2 M.G. in scarlet and chrome, excellent condition, engine rebuild and complete mechanical overhaul by Toulmin; £110 in 1951, 4 nearly new remoulds.—Crawford, 81, Princes Ave., N.13. [C3062]

1949 1½ saloon, expert model, black, beige upholstery, one owner, carefully maintained; excellent performance; Radio-mobility radio; £355.—Tubbs, Riverdale, Dorney Reach, Taplow (Maidenhead 1336). [C3062]

ROYS offer a very attractive little 1940 model M.G. T.B. series sports drop head coupe, taxed; £295; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station). Euston 2700 and 8394. [C3059]

1947 M.G. T.C. sports 2-seater, black with red leather, works recon. engine, twin tones, dual spots and many extras, nearly new tyres, a superb car in every way; £375, terms can be arranged.—Prospect 4424, Evenings Prospect 2173. [C3057]

1938-39 2-litre M.G. sports saloon, faultless order throughout, reconditioned engine, all major components and electric overhauled or replaced during last 3 years, 6 tyres, upholstery, paintwork first class; £295.—Bowler, Two Guns, Kingswear, Devon. [C3057]

MAYFAIR GARAGES, Ltd.—1947 T.C. sports 2-seater, black, beige leather, carefully maintained, very smart car with excellent performance, guaranteed; £385.—Mayfair Garage, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 5104-5. Open 9-6, Sat. 9-1. [C3009]

1950 (June) 1½-litre green saloon reconditioned throughout, including engine, various extras; ideal rally car, winner many awards; £345 o.n.o. including if required H.C. head and valves.—Roland Edwell, 27, Union St., Coventry. Tel. daytime 2393, evenings 64519. [C3059]

MAYFAIR GARAGES, Ltd.—1939 M.G. 2-litre de luxe drop head fourseater, recolloured maroon, leather upholstery, very smart car in exceptionally well maintained condition, taxed, guaranteed; £295.—Mayfair Garage, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 5104-5. [C3009]

M.G. 1½-litre saloon, March, 1950, mileage 35,000; body very good condition and mechanically perfect; one owner, civil engineer who has maintained car regardless of expense; bills over £160 shown; price £575; no dealers' profit; call, write or phone.—3, Southwood Ave., Highgate, London, N.6. Mou. 0631. [C3057]

1954 M.G. 1,500cc series 2A Magnette saloon, ohv engine with twin carbs., producing 60 bhp, mono-construction rust-proofed aerodynamic coachwork, specification includes twin fog lamps, Trico screen washer, and heating/ventilating/demisting equipment, unused car, delivery mileage only; £1,050 o.n.o.—Grosvenor 2133. [C3057]

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

SLOCUMBS, Ltd. [W4018/R]

WE urgently require M.G.s of all models since 1933. Duddell Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill stn. [W4017]

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 5104. [C3009]

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. [W3041]

POST-WAR M.G.s. T types required.—Rosa Motors, Ltd., Regent St., Hincley, Leics. Tel. Hincley 558. [C3057]

THE CAR MART, Ltd., London, wish to purchase M.G. cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [C3057]

C.N.K. MOTORS require M.G.s, particularly V.A. T.A., T.B. and T.C. models.—353, Finchley Rd., N.W.3. Hampstead 6041. [C3057]

URGENTLY required, 1947-53 M.G. 1½ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C3057]

XXX H. F. Edwards offer immediate cash for good M.G. cars.—Details please to: 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

M.G. Spares and Service

TOLMIN MOTORS. [C3057]

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and L, and N. Magnette exchange service, dynamo, starters, crankshafts with rods, gear boxes, brake shoes, brakes, drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares; write or tel. [C3057]

TOLMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [C3049/R]

THOMPSONS for exchanges, rockers, etc.—See "Parts and Accessories." [C3067]

W. JACOBS & SON. [C3067]

WE specialise in spares and repairs for all models of M.G. cars. [C3067]

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanted 7783-4. [C3067]

PERFORMANCE CARS.—M.G. sales, service, spares. [C3067]

Great West Rd., Brentford, Middlesex. [C3041/R]

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [C3054/R]

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new used valves, springs, guides, gaskets, road springs, brake linings and cables; stage 1 and 11, Laystall Lucas cylinder heads.—158-161, London Rd., Kingston 5621-2. [C3071]

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamo, lead springs, wheels, hubs, vertical drive assemblies, prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [C3057]

MORGAN

MORGAN 4/4 1938 2-seater, cream, good condition, new radiator, c/s reground and all bearings re-metalled last year; £220 o.n.o.—Fit.-Lt. Tugwell, Officers' Mess, R.A.F., Bicester, Oxon. [C3057]

1953s.—Morgan 4/4, 1938 sports 4-seater, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C3018]

6041. [C3018]

Morgan Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

PRIVATELY owned Minor.—5, Brae Court, Kingston Hill, Surrey. Tel. Hill 2768. [C3057]

MINOR saloon, late model, wanted.—Clements, 17, Parkwood Rd., Isleworth, Hounslow 1817. [C3057]

CASH waiting for low mileage 1953 or 54 saloons; our need is urgent.—Alexander Eng. Co., Ltd., Haddenham, Bucks. Tel. 345. [C3057]

1952 Morris Minor saloon, black, heater, new condition, one owner; £475.—Box 4247. [C3057]

1952 1950 Morris Minor saloon, carefully used, antiseptic black cellulose, unmarked; 3 months' guarantee; hire purchase, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C3018]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C3052]

1952 Morris Minor 4-door saloon; £515.—Hillingdon Motors, 325, Long Lane, Hillingdon, Tel. Uxbridge 412. [C3062]

1951 convertible, 20,000 miles; £415; terms or exchange welcomed.—48, Forty Ave., Wembley Park, Arsenal 4604. [C3057]

1951 Morris Minor sal, grey, taxed year, perfectly maintained, underseal; £475.—Sunnyside Heath End, Great Kinghill, Bucks. [C3057]

1951 Morris Minor saloon, grey, excellent order; £450.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C3057]

1952 Morris Minor 2-door saloon, grey, heater, one owner, good condition; £470.—144, Amery Gardens, Gidea Park, Essex, Romford 6355. [C3057]

415s.—Morris Minor, 1949 saloon, maroon, fawn upholstery, moderate mileage, carefully used; terms, exchanges.—Rowland Smith, below. [C3018]

375s.—Morris Minor, 1949 saloon, black, fawn upholstery, one owner, excellent condition; choice of 7 Minors; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C3018]

1949 Morris Minor saloon, black, with beige upholstery, excellent condition; £385.—Automobilia, Ltd., Pipbrook Garage, Dorking 4304-43. [C3057]

1952 (December) Morris Minor 2-door saloon, 14,000 miles, just like new, guaranteed; £500.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Kingston 2241. [C3057]

WALTER SCOTT, Ltd., 1950 Morris Minor saloon, fawn, 21,000 miles; £415; choice of two.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube, Pri. 5914. [C3057]

1951 Minor convertible, condition as new; one owner, 17,000 miles, guaranteed; £425s.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087. [C3057]

1952 (November) Morris Minor 2-door saloon, grey, red, 15,000 miles, in new condition throughout; £495.—Cole's Garages, Ltd., 42, Worpole Rd., S.W.19. Wimbledon 0195. [C3054]

JACK ROGIE, Ltd., offer 1952 Morris Minor 4-door saloon, low mileage, one meticulous owner, beige with red interior, genuine car in as new condition throughout; £535.—Stafford Rd., Wallington, Surrey, Wallington 6677. [C3056]

MORRIS Minor twin carb., high compression, 1953 or 54 Minors fitted high axle ratio, 75 mph, 45 mpg, a revelation to drive; we usually have a few in stock, price from £375 according to model.—Alexander Eng. Co., Ltd., Haddenham, Bucks. Tel. 345. [C3056]

1954 Morris Minor 4-door de luxe saloon, ohv engine, specification includes overriders, twin sun visors, Smiths heater and demisters, also latest pattern Dunlopillo filled full leather upholstery, new and unused, delivery mileage only, black with red leather; £633 o.n.o.—Gro. 2135. [C3054]

PRIOR & CLARKE, Ltd.—1952 Morris Minor saloons, blue/beige, 21,000 miles, one owner, black brown 11,000 miles, heater, choice two, £449; 1951 grey/beige (heater, one owner), black/beige, choice two, £449; 1950 Green/beige, heater, £429; 1952 convertible, grey/beige, Green/beige, grey/red, choice four from £449; 1951 green/beige, £399; 1949 grey/beige, choice two from £349; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3056]

Morris Minor Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

PRIVATELY owned Minor.—5, Brae Court, Kingston Hill, Surrey. Tel. Hill 2768. [C3057]

MINOR saloon, late model, wanted.—Clements, 17, Parkwood Rd., Isleworth, Hounslow 1817. [C3057]

CASH waiting for low mileage 1953 or 54 saloons; our need is urgent.—Alexander Eng. Co., Ltd., Haddenham, Bucks. Tel. 345. [C3057]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Minor Cars Wanted
PRIVATELY owned Morris Minor saloon 4-door de luxe, mileage under 6,000, Berks.—Robinson, Hill Cottage, Enborne, Newbury 1226. (19479)

MORRIS EIGHT

S.G.A. MOTORS, who deal exclusively in Morris 8s, offer:—

1947 series 2 2-door de luxe saloon, outstanding condition; £235.
1939 series 2 2-door de luxe saloon, superb condition; £265.
1939 series 2 4-seater tourer; £225.

1938 2-door de luxe saloon; £195.

1937 4-door de luxe saloon; £165.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchange.

S.G.A. MOTORS, Morris 8 Specialists, 14, Atherton St., Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 5208. (C4063)

1947 model Morris 8 saloon, one owner, new engine, splendid order throughout; £295.
KEE CARS, 60-62, Queenstown Rd., S.W.8, Mac. C 3563. (7910)

1947 Morris 8 saloon, black with brown interior, good condition; £290; also 1946.
REYS MOTORS, Ltd., 73-75, Albany St., N.W.1, Euston 6994. (8594)

FOR SALE—1939 Morris 8, Series E saloon, 2-door, black, resprayed, good condition. Tel. Tilbury 674.

265 gns.—Morris 8, 1939 saloon, blue, sliding head, blue leather, carefully used; terms, exchanges.
—Rowland Smith, below.

195 gns.—Morris 8, 1938 saloon, sliding head, leather, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1938 Morris 8hp saloon, very clean car in excellent order; £185, or £65 deposit and balance over 18 months.—Below.

1937 Morris 8 sports 2-seater, very good engine, tyres and battery, etc.; £149 or £50 deposit and balance over 18 months; exchanges, insurance, 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2, Tel. Tulse Hill 7108. (195 bus from Stockwell Tube Station passes the door). (C4071)

£225 gns.—Morris 8 1939 open 4-seater, in really excellent condition throughout, good side-screens and new hood; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. (C1017)

£365 gns.—Morris 8 1948 4-door saloon, one owner, exceptional original condition throughout, leather sliding roof; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. (C1017)

£329 gns.—1947-8 Morris 8 Series E, 4 door de luxe, G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. (C4024)

1946 (October) Series E Morris 8 4-door saloon, splendid condition; £300.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6125. (C2068)

1938 Morris 8, 2-seater occasional 4, nearly new engine and 4-speed gear box, new brown coupe hood, ivory cellulose, outstanding condition; £175.
Harrison, Farnham 2277, Kent. (8325)

1939 Morris 8 4-door saloon, series E, one owner, green, excellent condition; £250.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11, Speedwell 6626 or 7008. (C2019)

ROYAL SMITH'S offer 1939 Morris 8 series E open 4-seater, new hood, etc.; £195, terms and exchanges.—Rays Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station). Euston 2700 and 8894. (C3059)

WE have again taken into stock a large selection of ex public utility 1946 and 1948 Morris 8, 2- and 4-door saloons, which have been rigidly maintained, and are in original condition both as to bodywork and mechanically; prices are from £295 upwards, and all these cars are well worth inspection.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). (C2050)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

MORRIS TEN

£195 gns.—1938 Morris 10 de luxe saloon, excellent condition; terms.—Autosaps, 5, Balham High Rd., Balham 1509. (C1009)

1936 Morris 10 saloon; £165; recently fitted new engine.—Gordon Wooderson, 48a, Drevstead Rd., S.W.16. Streatham 8638. (C4059)

Morris Ten Cars Wanted

WHY accept less for your Morris 10 saloon when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2234. (W2008)

PRIVATELY owned Morris 10—5, Bras Court, Kingston Hill, Surrey, Tulse Hill 2768. (W2087)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

MORRIS FOURTEEN

£277 gns.—1941 Morris 14 de luxe saloon, beautifully maintained, spotless, magnificent condition throughout three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley N.12, Finchley 6241, (East Finchley Underground). (C2052)

MORRIS OXFORD

SCOTT CARS offer:—

1950 Morris Oxford, perfect; £465.
SCOTT CARS, 347, Finchley Rd., London N.W.3, Hampstead 2100/8676. (C4016)

MORRIS OXFORD

WARWICK WRIGHT, Ltd., offer:—

1953 Morris Oxford saloon, black, heater, 2,000 miles; £295.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 3761. (C4045)

1953 Morris Oxford saloon, one owner, as new; £235; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Harnsey, Mountview 5228 and 5774. (C4054)

1950 Oxford, heater, nominal mileage; £475.—Motorevill, 291, Green Lanes, London, N.13, Pal. 5314. (8615)

1949 Morris Oxford saloon, black with beige leather, very nice condition; £425; exchanges, h.p.—Kingston 7136. (7885)

1952 Morris Oxford, as new, 10,000 miles; £570.—Jack Posner (Autos), 395, Hendon Way, N.W.4, Hendon 1423-4. (C3063)

1951 Morris Oxford, new condition throughout, 22,000 miles; £535.—Jack Posner (Autos), 395, Hendon Way, N.W.4, Hendon 1423-4. (C3063)

MORRIS OXFORD 1950, black, 20,000 miles, one owner, heater, radio, showroom condition, 6 good tyres; nearest £475.—Pridde, 29, Gray's Lane, Hitchin, Herts. (9631)

PRIDE & CLARKE, Ltd.—1951 Morris Oxford saloon, green, green, heater, £489; 1949 grey, lawn, one owner, £429; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9, Brixton 6251. (C3068)

Morris Oxford Cars Wanted

TOP price paid for Oxford or similar type car; trade or privately.—54, Streatham Hill, S.W.2, Tulse Hill 2676. (W5016)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

MORRIS SIX

NEWHAMS, Ltd.

1950 Morris Six saloon, one owner, excellent condition; £455.
NEWHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6, Riverside 4646. (C5024)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1950 Morris Six, one owner; £450.
MARLBOROUGH WORKS, Kenton, Tel. Wordsworth 7805 (5 lines). (C1008)

1953 Morris Six saloon, black, 14,000 miles, as new.—Wembley 2636. (8565)

CASS'S MOTOR MART—1952 Morris Six saloon, blue, heater one owner, genuine 15,000 miles, written guarantee.—S. Warren St., W.1, Euston 4110. (C1040)

1951 Morris Six, black, immaculate, very carefully maintained, heater, spats, etc., exceptional condition inside and out; bargain £445.—Tel. Chertsey 2189. (9619)

XXX 1950 Morris Six saloon, a really beautifully maintained example, finished black and chrome with brown leather, thoroughly recommended, written guarantee; £445; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1, Tel. Langham 0012. (C2005)

Morris Six Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

MORRIS TWENTY-FIVE

1938 Morris 25 sports saloon, £175; or hire 56 months, inc. tax and insurance, £9/3/0.—The Cooden Engineering Co., Ltd., Cooden, Bexhill-on-Sea, Tel. Cooden 600. (8322)

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

MARSTON MOTOR CO. for your Morris.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. (0098/R)

THE CAR MART, Ltd., London, wish to purchase Morris cars.—37, Davies Street, W.1, Mayfair 5011. (0717/R)

Morris Spares and Service

KINGSTON-ON-THAMES Morris agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 84 Eden St., Kin. 2241-2. (84053/R)

MORRIS genuine spares and specialist service in the West End.

S. MORRIS & CO., Cleveland Garage, Cleveland St., Tel. Mus. 1932. (0542/R)

MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. (0917/R)

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). (0471)

NASH

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars". (C4015)

£995—1952 Nash Ambassador streamline saloon, l.h.d. grey with grey cloth, overdrive and heater, a magnificent car.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1076)

AMERICAN Nash Statesman saloon, R/H steering, fitted with radio, heater, anti-glare glass throughout, winker signals, etc., mileage 1,124; registered in Nash Concessionaires' name only.—Ivy Road Garage Co., Ltd., Ivy Rd., Bolton, Lancs. (8558)

NASH-HEALEY

NASH-HEALEY.—Unique opportunity to acquire a car with racing qualities and perfect comfort: 3-seater open sports, detachable hard-top 28hp., over 20mpg, perfect condition, never raced, nearest offer to £1,100.—Swiffen, 261, Alcester Rd., King's Heath, Birmingham, Hg. 2261. (8306)

OLDSMOBILE

CAR MART, Ltd.

1947 Oldsmobile 27hp saloon; £675.—Car Mart, Ltd., 130, Park Lane, W.1, Mayfair 3411. (C1039)

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars". (C4015)

DISTRIBUTORS (RAWLENCE), Ltd., Sales, service and spares.—Bindley Heath, Nr. Lingfield, Surrey, Tel. 350-1. (0217/R)

OLDSMOBILE magnificent 6-seater saloon, privately owned, in excellent mechanical condition; £235; hire purchase and part exchanges.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7, North 4441. (C1036)

1947 Oldsmobile special 66 4-door sedan, in very good condition; £465.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1, Sloane 5213. (C4036)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 9600); Service Work, 10, Sandgate Park, 4, Pembroke Villas (nr. Westbourne Grove) W.11 (Bayswater 666-7). (0576/R)

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1, Gerrard 5600. (0627/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 6691/5905. (W4015/R)

DISTRIBUTORS (RAWLENCE), Ltd., Bindley Heath, nr. Lingfield, Surrey, Tel. 350-1. Will buy post-war and pre-war models at good prices. (0115/R)

OPEL

MAYNOR MOTORS, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares, exchange engine and unit service.—1-6, Southampton St., Southampton, Tel. 3266/4944. (0526/R)

125 gns.—Opel Cadet 1937 (registered 1936) saloon, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

PREMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. (0513/R)

PRIDE & CLARKE, Ltd., Opel spares stockists; quotations by return.—158, Stockwell Rd., S.W.9, Brixton 6251. (0067/R)

PACKARD

LEONARD WILLIAMS & Co., Ltd.

PACKARD sole concessionaires, offer:—

1953 Packard Clipper de luxe, r.h.d., Ultramatic transmission, radio, heater, whitewall tyres, seat covers, black 5,000 miles only, one owner; £2,795.—Leonard Williams, below.

1953 Packard Clipper de luxe, r.h.d., Ultramatic transmission, radio, heater, whitewall tyres, black 600 miles only, unregistered; nearest offer, Leonard Williams & Co. Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex, Ealing 3400. (16990)

DENHAM GARAGE (ESHER), Ltd., offer:—

RHD 1938 Packard 4-door sedan, immaculate example, host of extras including radio, dual heaters, windscreens washers, 32,000 miles from new; £295.—Portsmouth F.d., Esher, Surrey, Tel. 3560. (5642)

1953 Packard Clipper, 5,000 miles, 4-door saloon, radio and heater, dark blue.

1939 Packard 6-cylinder, black, £350; also drop head coupe.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3, Kensington 4658. (C4028)

1937 Packard 120 touring saloon, exceptional condition throughout; £335.—Jacquet, Ltd., 225-7, Hammersmith Rd., W.6, Riverside 6677-8. (C2045)

1947 right-hand drive Packard Clipper saloon, black, striped cord interior, taxed year, radio, heater, exceptional condition; £795.—20, Leamington Rd., Coventry, Tel. 66223. (8359)

195 gns.—Packard 1939 34hp touring saloon, radio, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1938 Packard 6 black saloon, original condition throughout, amazing appearance, new Good-years Feb., 1954, twin spots, Kimbrells, concessions valuation £350; accept £300.—Tel. Portsmouth 75952. (8483)

1948 Packard 8-cylinder de luxe convertible, right-hand drive, all power operated, radio, heater, 30,000 miles only; £845.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1, Sloane 5213. (C4036)

G & M ALFRED'S (1936), Ltd., formerly Guy Alfreds—1939 Packard Super 8, maintained by concessionaires, outstanding condition; 1938 Packard saloon, 1950 condition; 1936 Packard Club saloon, superb order.—6-7, Warren St., W.1, Euston 3268. (1165)

7 passenger, 1947, L.F.S., Packard Clipper Saloon, forward occasional, lavishly equipped, reasonable mileage, certified mechanically, ideal continental touring, licensed, £795.

LIMOUSINES 1939 (Deluxe £1995 model) black, forward occasional, immaculate condition carriage, £255. Selection from—£325 certified mechanically, ready service, Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair 2941. (C1006)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Packard Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

L RONARD WILLIAMS & Co. (1940), Ltd.

P PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0191/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. (W4015/R)

JOE THOMPSON (MOTORS), Ltd., require Packards.—91-95 Fulham Rd., S.W.3. Kensington 4852. (W4028/R)

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4852. (W4028/R)

L RONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0469/R)

PEUGEOT

TYPE 203, August, 1951, 1.6-litre sports saloon, one owner, approx. 15,000 miles, sliding roof, dual colours, overdrive, immaculate; £585.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London. S.W.3. Fitzman 0052/7253/7154. (C1046)

PLYMOUTH

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." (C4015)

PONTIAC

METCALFE & MUNDY, Ltd.

PONTIAC, November, 1950, special convertible, one owner, immaculate green cellulose, power operated hood, new tyres, and head, heater, radio, nominal mileage, loose covers from new; this car looks and runs as if it has just left the factory.—380, Old Brompton Rd., S.W.5. Frenant 5471. (C3064)

PONTIAC saloon, 1953, column change; £195.—Reid Motors, The Pond, Ickenham, Middx. Rushin 9005. (B304)

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. (W4015/R)

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service

US CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Fitzman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. (0617/R)

PORSCHÉ

A.F.N., Ltd.

SOLE concessionaires for Great Britain; official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 011. (C2015)

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2561. Specialists in Porsche repairs and service. (0629/R)

RACING CARS

BOB GERARD is disposing of his E.R.A. stable; these cars are rebuilt and ready to race:—

BC type 2-litre; £1,150.

BC type 1½-litre; £850.

BC type 1½-litre; £750.

ALSO a large quantity of spares for E.R.A. and Riley.

BOB GERARD CARS, Abbey Lane, Leicester.—Tel. 61511/2/3/4. (0679)

COOPE'S GARAGE (SURBITON), Ltd., of Surbiton Tel. Elm 3446, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. (0821/R)

FINGLESE-SEATER H.H. 400, fitted racing Lee-Francis engine, close-ratio preselector gear box, the whole ready for this season or would easily convert to road car with stupendous performance; £700 or reasonable offer.—Edwards, Rutland House, Bicester. Tel. 501. (0528)

PERFORMANCE CARS Racing Section.—Lotus, 1953, Ford engine, competition 2-seater, £252; M.G. K3 supercharged single-seater, £295; Cooper-Lea-Francis 1950, £285; E.R.A. 1½-litre supercharged single-seater, £545; Frazer Nash Le Mans Replica, 1951, £1,395; Mille Miglia, 1952, £1,850. See also under "Sports Cars."—Great West Rd., Brentford, Middlesex. Ealing 5841. (C3041)

RAILTON

A-ONE MOTORS (LONDON), Ltd., offer:—

1935 Fairmile drop head coupe, excellent; £125.

1934 sun saloon, excellent condition; £135.

1945 Cobham de luxe saloon, 43,000 miles; £385.

1938 ditto, 7,000 miles since completely reconditioned; £375.

1938 Fairmile drop head coupe, 28,000 miles since new, exceptional, original condition; £500.

1938 Fairmile drop head coupe, 95,000 miles, since condition; £455.

ALSO spares, reconditioned engines, etc.—Tate Gallery 0192 and Vandryke 5181. (0333/R)

1938 Sandown saloon, 16.9hp, in excellent condition throughout any trial or inspection; £295.—Allwood, Yew Tree House, Baulkley, Malpas, Cheshire. Tel. Cholmondeley 217. (0521)

£265—1937 8-cylinder, four-seater drop head coupe, new hood (Vandyke), new battery, good tyres, etc., wonderful performance, P.100 headlights, Lawson-Goodman, 155, Cricklewood Broadway, N.W.2. (C2022)

RENAULT

WELHAM'S Renault Sales & Service, Surbiton Hill Rd., Surbiton, Elmbridge 1975, offer:

750 saloons de luxe, choice of 4, 1952 to 1954; from £475.

1939 17.9 saloon 6-str., black; £195.

1938 12hp drop head coupe, dicky; £195. (C4070)

RENAULT

RENALTO cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4656. (0421/R)

1951 Renault 750cc saloon, one owner, 21,000 miles only, excellent condition throughout; £435.

JOHNS WILSON AUTOS, Ltd., Sandstead Rd., South Croydon, Sandstead 4260. (C4055)

750 Silver, overdrive, £143 worth extras, very recent £134 mechanical overhaul by Renaults; £450, o.n.o.—Box 4196. (B437)

G&**M** ALFRED'S (1936), Ltd.—1950 Renault 8, 4-door saloon, superb body;—6-7, Warren St., W.1. Euston 3268. (C1005)

CASS'S MOTOR MART.—1952 Renault 750 de luxe saloon, metallic blue, genuine 8,000 miles; written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

JACK ROSE, Ltd., offer 1952 Renault 750 saloon, absolutely as brand new inside and out, 5,000 miles; £555.—Stafford Rd., Wallington, Surrey. Wallington 8677. (C3056)

PART exchange clearance! 1939 Renault 12 drop head coupe, £125; also 1934 12 saloon, £75; both excellent condition.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. (C1011)

1949 1.6-litre Renault 750 4-door saloon, in really excellent condition throughout; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 5677-8. (C2043)

£400 or nearest offer.—Renault 750 1950 saloon, 18,000 miles, 800 miles since complete engine overhaul including new pistons and liners, immaculate condition.—Lloyd-Smith, The Mount, Uckfield. (B327)

Renault Cars Wanted

750 Renault saloon wanted.—45, Shirehall Park, N.W.4. Hendon 1648. (B405)

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., London, S.W.1. Sloane 5424. (W4045)

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1975, purchase all models. (W4070/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

GLANFIELD LAWRENCE, 2-10 City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. (0911/R)

RILEY

SLOCOMBES, Ltd.

CHOICE of 2 Riley 1½-litre saloons, 1935 and 1937, prices £160 and £195, both cars in fine condition. —Slocumbes, Ltd., 38-52 Dudden Hill Lane, Willesden, N.W.10. Willesden 4869 Nearest Underground Dollis Hill Stn. (W4017)

BRADSTOCK MOTORS, Ltd.

1951 Riley 2½-litre, saloon, one owner, fitted radio, low mileage, immaculate condition throughout.—Chase Rd., Epsom 633. (C1090)

AUTOMOBILIA, Ltd., offer:—

RILEY 2½-litre (August, 1947) 4-door de luxe saloon, beige, brown leather, heater, fog lamps, one owner, excellent condition; £495.—Automobilia, Ltd., Pippbrook Garage, Dorking 4504, 3891. (C1089)

HAROLD SIMONS, Ltd., offer:—

1946 (October) Riley 1½-litre saloon, black, two owners, press-button radio; £465.—Belovs.

1947 Riley 1½, one owner, black, excellent condition and performance; £525; trade enquiries welcomed; 3 months' written guarantee; service after sale; exchanges, deferred.—Harold Simons, Ltd., 397, 401, High Rd., East Finchley, N.2 (at North Circular Cross Rd. 5 minutes trolley East Finchley Tube). Finchley 3005. (C4065/1)

WARWICK WRIGHT, Ltd., offer:—

1953 Riley 2½-litre saloon, black, radio, 5,000 miles; £1,075.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

MALDSTONE ENGINEERING Co.

1947 Riley 1½-litre sportsmans saloon, finished in original black with red leather interior, fitted new chrome pass lamps, heater and demister, etc. taxed; £475.

1939 Riley 2½-litre sports saloon in excellent condition; £295.

CCROSS St., Pendleton, Salford, 6, Manchester, Pen. 3457. (C3000)

H. A. SAUNDERS, Ltd., of Worcester.

1948 Riley 1½-litre saloon, black, fitted radio; £585.

AUSTIN HOUSE, Worcester. Tel. 2368. (C4005)

GUY SALMON AUTOMOBILES offer:—

1954 Riley 1½-litre saloon, 5,000 miles only, Radiomobile, quite as new, cost new £1,270, offered at £1,125.—Portsmouth Rd., Thames Ditton, Esherbrook 3551-2-3. (C4001)

MAYFAIR COUNTRY CARS offer:—

1949 Riley 1½-litre saloon, superb condition; £595.

1951 Riley 2½-litre saloon, low mileage, exceptional condition; £725, terms, consider. (C3008)

RONALD KENT (COACHBUILDERS), Ltd., offer:—

1952 2½-litre low mileage Silver Streak Riley, many extras, heater and wireless, specially tuned engine, exceptional condition throughout, immaculate appearance assured; £975.—Coal Wharf Rd., W.12. She. 2231. (B549)

CHARLES POLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266, offer:—

1952 Riley 2½, all, black, red leather, heater, radio, one owner, 14,000 miles only, guaranteed; £925. (C2010)

RILEY

THE RILEY CENTRE (Gordon & Glyn).

£345—1936 16/4 Continental touring saloon, a fast and economical car in excellent order.

£345—1939 12/4 Kestrel Special Series, a most immaculate and beautiful car, manual gear box with optional free wheel and overdrive, giving high performance with utmost economy.

£285—1935 Imp 3-seater sports, a splendid example, excellent order throughout.

£245—1937 Imp sports saloon, absolutely immaculate, one owner since new, 34,000 miles only.

£195—1935 Imp Kestrel, a lovely little car which cruises happily at 55-60 m.p.h.

£135—1934 Monaco Imp in splendid order.

ALWAYS at least 20 Rileys in stock at prices and terms to suit everyone, all guaranteed; open every week-day from 9.30 a.m. to 6 p.m.

THE RILEY CENTRE, 188-192, Pavilion Rd., Sloane Sq. S.W.1 (5 minutes Sloane Square Tube.) Sloane 8326/4426. (C3069)

BROOKLANDS (Individuality new and used cars.

1952 Riley 2½-litre saloon, 13,000 miles.

BUY or sell your car with confidence.

103, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer:—See special announcement under New Cars

1954 Riley.

1952 (February) 2½-litre, black with green, upholstery, one owner; £895.

1950 (January) 2½-litre, black with beige leather, 25,000 miles; £695.

1950 (July) 1½-litre, black with red, heater, loose covers and many extras; £695.

1948 (Sept.) 1½-litre, green, beige upholstery, in outstanding condition for year; £565.

49 Sloane Sq., S.W.1. Tel. Sloane 4727. (C1048)

£265 Riley 12/4 1937 Falcon 4-dr. sal., exceptional condition, tyres as new, many extras.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

1948 2½ Riley fitted Tickford roll-top, radio, excellent; £550.—Tam. Bar 3536. (C4029)

PERFORMANCE CARS.—For this week's selection see our display advt. on page 51. (C3041)

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1231. Successors to Lewes Motors, Ltd. (0057/R)

1950 (April) Riley 1½-litre saloon, black, green leather, one owner, genuine 23,000 mls., as new; £675.—Belov.

1949 (Oct.) Riley 1½-litre saloon, black, brown leather, H.M.V. radio, one owner, perfect; £675.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (B458)

1952 (March) 2½-litre, £100 extras, 23,000 miles, perfect; £845 (or h.p.).—Wilks, 19, Oxford St., Swansea. Tel. 22854 evenings. (C448)

1938 Riley Kestrel 2½-litre overdrive model, in Hampshire; £350, o.n.o.—Box 4121. (B555)

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—108, Kingston Rd., Kingston. Kingston 3348. (0079/R)

645 mps.—Riley, 1950, 2½-litre sports saloon, Woodland green, green leather, small mileage, exceptional; terms, exchanges.—Rowland Smith, below.

525 mps.—Riley, 1949 model, 1½-litre sports saloon, excellent condition; terms, exchanges.—Rowland Smith, below.

245 mps.—Riley, 1938 model, 1½-litre Falcon saloon, sliding head, leather, preselector; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6641. (C448)

RILEY 1938 Big Four Kestrel, maroon/red leather, carb., crown/wheel bearings, etc., well shod, clean, blue streak.—290, Bedford Lane, Feltbam 3784. (B529)

1950 (November) Riley 2½-litre sports Roadster, 25,000 miles, perfect condition throughout, new tyres; £700.—Willows, The Gables, Colliingham, Newark Notts. (7963)

CAMDEN MOTORS for Rileys.—1½-litre saloon, 1952, March delivery, black, heater, condition virtually impossible to fault, genuine low-mileage specimen; £825.

CAMDEN MOTORS for Rileys.—1½-litre saloon, 1949, maroon, two previous owners, 26,000 recorded miles, carefully used; £545.

CAMDEN MOTORS for Rileys.—2½-litre saloon, 1947 C model (Nov. '46 delivery), reconditioned engine just completed 2,000 miles, remainder of car thoroughly overhauled, colour green; £495.

CAMDEN MOTORS for Rileys.—2½-litre saloon, late pre-war series, choice of several models, Adelphi, Kestrel and all other earlier types, also a good range of 9hp saloons.

CAMDEN MOTORS for Rileys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

RILEY 1½-litre saloon, black (March, 1948), fitted Karobes, 34,000, first-class condition throughout; £490, terms, exchanges. Tel. anytime. Birmingham Bearwood 1197. (B486)

RILEY 1½-litre (reg. November, 1948) 6-light saloon, green/green hide interior, low mileage, unmarked; £485, consider part exchange.—14, Offington Gids., Worthing. Swanedean 849. (C4027)

1953 Riley 2½-litre saloon, also 1953 Riley 1½-litre saloon, both in new condition.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 5, Tel. Deansgate 3325-6. (C2028)

RILEY 1½-litre 1937 saloon, one owner, just had first rebore since new; a really beautiful car; £275, terms and exchanges.—Oscar Moore, 204, Ballards Lane, Finchley, N.5. Fin. 2920. (B611)

MENTONE 12/6 saloon, 1934, stored 12 years, overhauled January; £140, tax and insurance if required.—C. G. Sycamore, 181, Aldborough Rd., Ilford, Essex. Tel. Seven Kings 9155. (B507)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1952 Riley 2½-litre saloon, black, green trim, moderate mileage, one owner, very clean inside and out, new tyres, licensed, excellent mechanical condition, colour, £775.—Wenger, Bury Bank, Stone, Staffs. (1080)

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry, Tel. 2144. (10446/R)

1953 (June) 1¼ Riley, B.R. green, 6,000 careful miles, many extras include windguards, H.I. stoneguards, serviced every 500, spare unused, tools uncracked; 1 am disposing because Pathfinder due; £1,020 or sensible offer.—Tel. Harrow 4793. (1632)

1935 model Imp, first registered December '34; an exceptionally nice example in maroon, the engine was sleeved back to standard less than 2,000 miles ago (duplicate bills available), there are oversized rear and twin spares fitted and the detachable Aero screens are in their original lockers; we recommend this at £325 for the real sports car enthusiast.—Meadowhead Garage, Sheffield, 8. Tel. 45212. Open Sundays (for inspection). (19413)

Riley Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

E XCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0151. (W3008)

W ANTED, Riley 9, 1937 or thereabouts.—Please telephone Grangewood 2866. (18363)

Y ORKSHIRE.—The Riley Buyers, Barkers of Oakwood, Leeds, 8. Tel. 58236/7. (10094/R)

R EQUIRED good used Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

C NK MOTORS require clean pre-war Rileys.—355, Finchley Rd., N.W.3. Hamstead 5712. (W1013)

B LAKES, Riley distributors, will purchase any Riley cars.—110 Bold St., Liverpool, 1. Tel. Royal 6822. Richmond 4014. (W2038)

P ERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8941. (W3041)

W ANTED, Riley 1¼-litre 1950, one owner (no dealers).—Hillman, 39, Cardinals Walk, Hampton, Molesey 4861. (18504)

P OST-WAR Rileys urgently required, best cash prices.—Bolton Motor Co., Ltd., Richmond. (W2038)

T HE CAR MART, Ltd., London, wish to purchase Riley cars.—392, Streatham High Rd., S.W.16, Streatham 0054. (10669/R)

U RRGENTLY required, 1946-53 Riley 1¼-litre saloons.—Gibsons Sports Car (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (17738)

C OLMORE DEPOT, Ltd., Manchester, will purchase post-war Rileys with a guaranteed history and mileage.—200, Deansgate, Manchester, 3. Bla. 3322. (14655)

X X H. P. Edwards offer immediate cash for good Riley cars.—Details please to: 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

R ILEY 1¼-litre and 2½-litre saloons, 1950-1953, urgently wanted, must be low mileage, distance no object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. (W2028)

Riley Spares and Service

H ARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. (10246/R)

A RCOT ENGINEERING, Ltd.—Prescaler gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3, Kensington 7301. (10239/R)

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; Rileys wanted in part exchange for new models.—Coventry Motor Mart, Ltd., Coventry 2146. (10445)

J JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5448. (10992/R)

R ILEY distributors for 28 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. (16322)

ROLLS-ROYCE

C AR MART, Ltd. (10246/R)

1939 Rolls-Royce Wraith 7-seater limousine, coachwork by Hooper, Ltd., radio, heater, £1,395. (10246/R)

1937 Rolls-Royce Phantom III H. J. Mulliner 4-light razor edge sports saloon, £1,195. (10246/R)

C AR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. (10109)

R IPPON. (10246/R)

R IPPON. (10246/R)

R IPPON BROS., Ltd. (10246/R)

T HE leading Northern Rolls-Royce and Bentley specialists. (10246/R)

H AVE a very fine selection of post-war Rolls-Royce and Bentley cars. (10246/R)

R IPPON BROS., Ltd., Huddersfield 7070 (10 lines). (10246/R)

R Also Bradford, Leeds and Sheffield. (10246/R)

1939 Rolls-Royce Wraith semi razor-edged sedans, attractive with sloping hood, overhauled, 62,000 miles.—Box 3859. (17796)

ROLLS-ROYCE

J B JACK BARCLAY, Ltd. (10622/R)

E XCLUSIVELY for Rolls-Royce and Bentley. (10622/R)

L ARGEST official retailers of Rolls-Royce and Bentley please write for stock list; open until 8 p.m. (10622/R)

E XAMPLE—1951 6-light saloon by Park Ward; painted black and upholstered in brown leather, speedometer reading 22,000 miles; price £3,950.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 1 p.m. Tel. May. 7444. (10622/R)

J ACK OLDING, Ltd. (10622/R)

O FFICIAL Rolls-Royce and Bentley retailers, offer from their stock:— (10622/R)

S ILVER Wraith long chassis enclosed drive 7-seater limousine, automatic gear box, immediate delivery. (10622/R)

1938 black/brown leather, most attractive car; £1,450. (10622/R)

A UDLEY HOUSE, North Audley St., W.1. Mayfair 5242. (10622/R)

P B Ltd., offer:— (10622/R)

1938 25/30 Rolls-Royce Barker owner-driver saloon with boot, small mileage, in immaculate condition. (10622/R)

1933 Rolls-Royce Phantom II Park Ward sports saloon, black, red leather. (10622/R)

1932 20/25hp Rolls-Royce, fitted recently with good-looking utility body, painted fawn with natural wood, fawn leather upholstery. (10622/R)

P ADDON BROS., 60, Chesham Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. (10622/R)

R C. MORTLAKE offers:— (10622/R)

1933 25hp Windover owner-driver sports saloon with boot. (10622/R)

R C. MORTLAKE, 48, Forty Avenue, Wembley Park, R. Arnold 4604/6452. (10622/R)

K NIGHTSBRIDGE MOTORS, Ltd. (10622/R)

1933 delivery 20/25 Hooper owner-driver saloon. (10622/R)

1937 delivery 25/30 Martin Walter Wingham drop head foursome, very well maintained; £355. (10622/R)

3 Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4086. (10622/R)

M ASCOT MOTORS, Ltd., offer:— (10622/R)

1938 30hp Arthur Mulliner semi razor edged sports saloon, with division; £1,150. (10622/R)

1938 30hp H. J. Mulliner sedan de ville; £975. (10622/R)

1934 25hp Hooper sports saloon, with division; £750. (10622/R)

1934 25hp Park Ward sports saloon; £675. (10622/R)

1930 25hp Park Ward drop head foursome coupe; £500. (10622/R)

1930 25hp Thrupp & Maberly fixed head foursome coupe; £450. (10622/R)

A ND many others with various types of coachwork. (10622/R)

237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. (10622/R)

R USSELL MOTORS, Ltd., offer:— (10622/R)

1922 Rolls-Royce Silver Ghost.—H. J. Mulliner tourer, original and in excellent condition; £195; any trial or examination. (10622/R)

R USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9908. (10622/R)

SWANMORE GARAGE, Ltd., offer:— (10622/R)

1937 Rolls-Royce Ph. III by Gurney Nutting, recent complete makers' overhaul costing £800; £1,375. (10622/R)

1937 Rolls-Royce Ph. III by H. J. Mulliner, solid tappets, very attractive; £1,175. (10622/R)

1935 Rolls-Royce 20/25 saloon by Gurney Nutting, quite exceptional condition; £765. (10622/R)

1934 Rolls-Royce Ph. II Continental 4-door Park Ward saloon; £595. (10622/R)

1931 Rolls-Royce 20/25 saloon, fitted Replica body 1938; £675. (10622/R)

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344-43345. (10622/R)

V INTAGE AUTOS (Proprietor, Jack Bond). (10622/R)

T HE pre-war Rolls-Royce specialist. (10622/R)

£125—Rolls 20 1928 saloon, fitted three occasional seats. (10622/R)

£225—Rolls 20 4-door d.h. coupe, useful original condition (choice of two). (10622/R)

£285—Rolls 20-25 1952-3 7-seater limousine by Barker. (10622/R)

£475—Rolls 20-25 very smart, small owner driver saloon with detachable boot, recently extensively overhauled, resprayed and rechromed, etc., six new tyres, etc. (10622/R)

R OLLS 20-25 1934 5 o/d. sedan de ville by H. J. Mulliner; this carriage has been my own personal car for the last twelve months and has had a fortune spent on it in the last few years; the coachwork is modernised and colluded in two shades of silver grey; this car causes great admiration wherever it goes and is fitted many expensive extras, including radio, etc., six excellent tyres; all this and heaven, too, for £750. (10622/R)

V INTAGE AUTOS, 66, London Rd., Tooting, Tel. Mitcham 3951. (10622/R)

H ENDON CENTRAL GARAGE, Ltd., offer:— (10622/R)

1938 25/30 enclosed 7-passenger limousine by Thrupp & Maberly, blue and black, privately owned, serviced recently by works; £1,075.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (10622/R)

D ENHAM GARAGES (ESHER), Ltd., offer:— (10622/R)

1952 Rolls-Royce Silver Wraith with sports saloon body by H. J. Mulliner; this car is a perfect example and has covered only 5,900 miles from new; full Rolls-Royce history; £5,950.—Portsmouth Rd., Esher, Surrey. Tel. 3560. (1851)

ROLLS-ROYCE

H R. OWEN, Ltd. (10622/R)

L OONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:— (10622/R)

1951 H. J. Mulliner sports saloon, black with cream hide 47,000 miles; £4,500. (10622/R)

1949 Gurney Nutting sedan coupe, black with beige hide, 11,000 miles; £3,750. (10622/R)

1949 James Young razor-edge sports saloon, black with light blue hide, 45,000 miles; £3,500. (10622/R)

1949 Hooper touring limousine, black with brown hide, 39,000 miles; £3,250. (10622/R)

1939 Park Ward Wraith full limousine, dark blue with blue hide; £1,650. (10622/R)

WE are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal. (10622/R)

H R. OWEN, Ltd. (10622/R)

17, Berkeley St., London, W.1. Tel. Mayfair 9060. (10622/R)

C OOMBS & SONS (GUILDFORD), Ltd., offer:— (10622/R)

1937 Rolls-Royce Phantom III, fitted with very attractive Park Ward owner-driver limousine with de ville extension; this car has only completed 5,000 miles since Rolls-Royce overhaul at a cost of £800; £1,150. (10622/R)

C OOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-0-3. (10622/R)

C HIPSTEAD MOTORS, Ltd., offer:— (10622/R)

P HANTOM II Continental Owen Gurney Nutting sedan coupe, late 1933, dark green, reconditioned engine, etc., late property of film star, specimen, offers. (10622/R)

25hp late 1932 Thrupp & Maberly sports saloon, blue leather nice condition, sliding roof, new tyres; £445. (10622/R)

25hp 1933-4 special French, very low semi-razor sports saloon with coupe de ville front, one owner, low mileage, specimen, immaculate. (10622/R)

C HIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London S.W.3. Faxman 0522 7754. (10622/R)

H EARSE, Rolls Selection of Five complete with unused Hearse bodies. Written Guarantee. (10622/R)

W RAITH Chassis Available. We will build body to your requirements. Quotation given. (10622/R)

A LPE AND SAUNDERS (COACHBUILDERS), Ltd., A Head office, Hearse Enquiries, Strutton Approach, Ken. Gardens, Richmond. 1151. (10622/R)

R OLLS-ROYCE 25/30hp Hooper sports saloon, July 1933, magnificent condition; £665. (10622/R)

G EORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (10622/R)

C HARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:— (10622/R)

R OLLS-ROYCE Dawn, automatic gear box, 2,100 miles, 2 shades of grey, as new. (10622/R)

S HOWBOOMS: 18, Berkeley St., W.1. Mayfair 6266. (10622/R)

S ERVICE, Works and Stores; Barnsdale Yard, off Elgin Ave. W.9. Cunningham 5926. (10622/R)

1934 20/25 H. J. Mulliner sun saloon, excellent condition; £575.—C. V. Rushmer, 39, Holme Land Park, W.1. Park 5731. (10622/R)

E DWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. (10622/R)

1937 Rolls-Royce Phantom III Hooper 7-seater limousine, with division, privately owned, chauffeur maintained, magnificent condition throughout; £750. (10622/R)

J OYDON WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon Sanderstead 4260. (10622/R)

F RANK DALE offers 25/30hp Rolls-Royce sports saloon by Mayfair Carriage Co., G.U.L. series, large boot; £775.—61, Lancaster Mews, Lancaster Gate, W.2. Pad. 9276-7. (10622/R)

1949 (August) Rolls-Royce Silver Wraith saloon by Park Ward, chauffeur-driven, guaranteed genuine 17,000 miles, superb condition; £3,500. Tel. 744.—Whitaker, Spa Châlet, Scarborough. (18320)

1935 Rolls-Royce 25hp Hooper owner-driver saloon, no division, finished black, large boot, attractive body, bargain; £675.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7611. (10622/R)

£345—1930 Rolls-Royce 20/25 4-light saloon, black, Rolls maintained, original condition, taxed year; terms, exchanges.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2562. (10622/R)

32000 miles only.—1937 25/30 Rolls-Royce Barker owner-driver saloon, one owner, in positively new condition throughout; £1,095.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. (10622/R)

1937 Rolls-Royce Phantom III Barker drop-division limousine, modified extensive equipment, hide throughout, immaculate condition for £875.—Jacquier, Ltd., 225-7, Hammermith Rd., W.6. Riverside 6677-8. (10622/R)

1933 Rolls-Royce 26hp limousine, one owner and chauffeur maintained, laid up during war, completely reconditioned 1947, coming over £500; a distinguished car in exceptional condition for £455.—Mole, 51, Dover St., W.1. Tel. Grosvenor 5902. (18562)

1938 Rippon, owner-driver limousine, one owner, chauffeur maintained, in immaculate condition throughout, blue leather front, cloth rear, very nominal mileage; £895.—Geo. Newman & Co. (Brighton), Ltd., 39-40, Old Steine, Brighton, Tel. 26102-4. (18407)

1951 Rolls-Royce Silver Wraith Freestone & Webb owner-driver saloon, finished black with light fawn hide, one owner, 27,000 miles; a most attractive looking car complete with all luxury equipment; £4,150; current list price of similar car nearly £7,000. (10622/R)

C ASTLE'S, Church Gate, Leicester 65251. (18512)

T HE SOUTHERN MOTOR CO. have a range of Rolls-Royce Replica saloon and coupe models in stock at prices from £500 to £675.—Works, Old Hunts Green, Lordfield Heath (adjacent to Gatwick Airport) Office, Gillian Cottage, Lordfield Heath, Nr. Crawley, Sussex, Tel. Crawley 437. (18412)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE
display first class condition privately owned Limousines (Certified mechanically ready service).

LIMOUSINE 1933 25hp, partition, Windover, forward occasional, black, carefully maintained. £425.

LIMOUSINE 1938 30hp, Hooper, partitioned Deluxe Coachwork, forward occasional, privately owned, genuine mileage 44,000, magnificent condition, certified mechanically.

9280 miles Phantom III Series BT, (registered 1946), Park Ward partitioned black Limousine, forward occasional, unblemished (detailed history available), unrepeatable bargain.

WRAITH limousine 1939 30hp, partitioned Hooper in Deluxe Coachwork, widest occasional, black, mileage 29,000, history available, outstanding condition, certified mechanically.

ALPES & SAUNDERS, Ltd., Seven Passenger Rolls-Royce Specialists, Providence Court, North Audley Street, Mayfair-2941. [C1006]

365 gns.—Rolls-Royce, 1933, Phantom II 40/50hp Barker 4-door sports saloon, black, sliding head, brown leather, carefully used, excellent condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

JACK ROSE, Ltd., offer.—1936 Rolls-Royce 25/30 close coupled 4-door semi sports saloon by Thrupp and Mather, coachwork almost unmarked, inside and out in black and green with green hide upholstery, speedometer reading 62,000; accept £950.—Stafford Rd., Wallington, Surrey, Wallington 6677. [C3056]

ROLLS-ROYCE 1935 Series Phantom II owner-driver saloon, 1938 25/30 7-passenger limousine face-forward seats, sloping back; 1937 Phantom III 7-passenger limousine, face-forward seats, all showroom condition.—Claude Buryns & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith, Riverside 7644. [E876]

1937 Rolls-Royce Phantom III sports saloon by James Young, blue, with blue leather interior, fitted radio and various other extras; £450. Rolls-Royce overhaul 10,000 miles ago, one of the finest of these models on the road today, condition is equal to new; offered on behalf of a client at £975, or near offer; photograph will be available to all genuine inquiries.

REG TIMMS (MOTORS), Ltd., 17-18, High St., Teddington, Beds. Tel. 371. [C4064]

Rolls-Royce Cars Wanted

C
M
THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce—GloUCEster House, 150, Park Lane, W.1. Grosvenor 3434. [0970/R]

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork; any condition.

J. MARSHALL, 569, St. Albans Rd., Watford, Tel. Garston 2363. [0498/R]

WANTED, 1937/38 25-30hp Rolls-Royce sports saloon; full particulars.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 3288. [C3060]

25 or 30hp Rolls-Royce wanted, sports saloon.—Spring Hill Farm, Wykin, Hincley, Leics. [E217]

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

REQUIRED, good owner-driver Rolls-Royce.—G. Edwards, Amersbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [E245/R]

CHARLES FOLLETT, 18, Berkeley St., W.1. Mayfair 6266. Officially appointed Rolls-Royce and Bentley retailers and repairers, wish to purchase good low-mileage cars.

SERVICE, Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [W2010]

MASCO MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. [W3007]

THE SOUTHERN MOTOR CO. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [E283]

A & S urgently require 25/30hp Saloon and coupe with book, also privately owned 25/30hp Limousine, details please, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

JACK OLDING & Co., Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [W3030/R]

Rolls-Royce Spares and Service

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Rolls-Royce cars. Servicing and overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge, Flaxman 2223. [S1082/R]

CHARLES FOLLETT, Ltd., officially appointed repairers and retailers, 18, Berkeley St., W.1. Mayfair 6266.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R]

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engine, guaranteed for 12 months for the above model; full repair service at reasonable charges; also wheels, tyres etc.—Compton, 69 Westow St., Crystal Palace, S.E.19. Liv 3362. [0064/R]

ROVER 10
FOR sale, 1940 model Rover 10 black saloon, heater, one owner, good condition.—Tel. Tibury 674. [E897]

1939 Rover 10 de luxe saloon, a very rare model in exceptional condition having had one owner only from new, £295 or £135 down.—Gray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

CAMDEN MOTORS for Rovers.—10hp 4-door saloon (Jan., 1948 delivery), 1947 model and chassis, one of the last of this famous series produced and certainly one of the nicest we have handled, maintained and serviced since new by Rover agents; £545.

CAMDEN MOTORS for Rovers.—10hp 4-door saloons and sports saloons, 1939-40, choice of four from £325.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

ROVER 12
DUNCAN HAMILTON & Co., offer:—

1940 Rover 12 sports saloon, colour black, brown interior, an immaculate and most beautifully kept car, in superb mechanical condition; £355.—35, High Rd., Byfleet, Surrey. Byfleet 5101/2 day and night. [C1091]

MAIDSTONE ENGINEERING Co.

1947 Rover 12 saloon finished in the original and unmarked Rover dark green with leather interior and carpets to match, all of which are excellent, mechanically in very fine order, fitted a new set of tyres and heater, etc.; genuine bargain at £460.

CROSS St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C3000]

1938 Rover 12, 6-light saloon, good condition; £218.—Paddington 9196. [C2069]

1939 Rover 12 4-light sports, good order and presentable, grey.—Dann, Cowden 5104. [E825]

£495!!! 1947 Rover 12 de luxe saloon, rare and beautiful specimen. See this! Compare with others, its unbeatable.—Beloy.

£375!!! 1939-40 Rover 12 saloon, could be easily mistaken for 1947 model, irreplaceable value, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1947 (September) Rover 12 6-light saloon, black with fawn upholstery, fitted heater, fog lamp, low mileage, one owner, original condition; £495; hire purchase and part exchange. [W2000]

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036]

395 gns.—Rover 12, 1946, de luxe saloon, sliding head, head leather, etc.; carefully used, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

CAMDEN MOTORS for Rovers.—12hp special 4-seater sports tourer, 1946, very scarce and desirable car, disappearing hood, Nu-way protective mats, seat covers, fog and passlights, excellent performance, colour pastel blue; £495.

CAMDEN MOTORS for Rovers.—Choice of 4 post-war saloons and sports saloons, also a 1940 saloon, reconditioned by makers, a £975.

CAMDEN MOTORS, the Rover Specialists.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1939 Rover 14 de luxe saloon, one of the most outstanding models seen for some time, this car has been maintained regardless of cost, bills amounting to more than £200 can be produced, a reconditioned engine was fitted last year, mileage now totals 7,000, real specimen; £499.

HIRE purchase terms on the spot with no references. No formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

1938 Rover 14 saloon, excellent, guarantee; £225; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4036]

1946 (Nov.) Rover 14.9, green with green leather, attractive condition; £475.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester 60319. [C1059]

1937 Rover 14 4-light sports saloon; unrepeatable bargain, £195 or £75 down.—Gray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1939 Rover 14 sports saloon, one owner, reconditioned engine 5,000 miles, black with brown leather numerous extras, immaculate, taxed December; £359; exchanges, H.P.—Holgate, Kingston 7136. [E194]

£525!!!—Rover 14 de luxe saloon, only two owners since new have maintained this vehicle perfectly, bodywork in fine order, interior magnificent, chassis faultless, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

CAMDEN MOTORS for Rovers.—1947 14hp sportsman's 4-light saloon, owned by technical engineer and maintained by him, interior magnificent, chassis expensive; equipped with over £100 worth of extras including heater, wireless, screenspray, seat covers; this car is definitely in above average mechanical condition; £65.

CAMDEN MOTORS for Rovers.—1938 saloon, two previous owners and in very good condition for its year; understood maker's mechanical overhaul, rebore, etc., approx. 9,000 miles and £250.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

ROVER 14
ROYS offer a 1939 Rover 14 touring de luxe saloon which a paper description cannot do justice; see for yourself this amazing and original throughout vehicle; recently fitted with a new engine, open to any examination; first genuine buyer will not leave it at £375; another also exceptionally good and well above average, £325; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8994. [C3059]

RUSSELL MOTORS, Ltd., offer:—

1946 Rover 14 sports saloon, 46,000 miles, one owner, black and brown leather; £485; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 3288. [C3060]

MOTORISTS (LONDON), Ltd., offer:—

1947 Rover 14 de luxe sun saloon, genuine 28,000 miles only, one private owner. Finished black, heater, loose covers, taxed December, as new; £550; trade enquiries welcomed.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018]

CASS & MOTOR MART—1947 Rover 16 saloon, black, one owner, written guarantee.—5, Warren St., Euston 3523. [C1040]

1947 Rover 16 saloon, 6-light, heater, sunshine h.p.—Kington 7136. [E784]

1939 Rover 16 Sportman saloon, guarantee, £285; payments.—Oldfield, 286, Kensington High St., W.14. Wes. 6631. [C3029]

1948 Rover 16 6-light saloon, black, cloth upholstery, heater, nice condition, R.A.C. invited; £395; exchanges, h.p.—11, Ferryroad, Prestwich, Manchester. Prestwich 2057. [E666]

1947 Rover 16hp saloon, excellent mechanical condition, £325, or hired 36 months inc. tax and insurance, £21/10.—The Cooden Engineering Co., Ltd., Cooden, Bexhill-on-Sea. Tel. Cooden 600. [E321]

ROVER (60, 75 and 90)
COX'S OF LEICESTER!!!

COX'S—Specialists in carefully used Rovers, largest selection.

COX'S—1951 Rover P.4, black with red leather, guaranteed 26,000 miles; £845.

COX'S—1953 model Rover P.4, black with green leather, original spare unused, low mileage; £1,025.

COX'S—1953 Rover P.4, black with red leather, many extra features, 6,000 miles, guaranteed; £1,075.

COX'S have several other fine examples of Rover cars for your choice.

ASH—terms—exchange

COX'S MOTORS (LEICESTER), Ltd., 11-15, Conduit St., Leicester. Tel. 60319. [C1059]

PHILIP RICKARDS, Ltd., offer:—

1953 Rover 75, black, radio, covers, 4,000 miles, perfect; part exchanges, deferred terms.—4, Erick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

MAIDSTONE ENGINEERING Co.

1949 Rover 75 P.3 saloon, finished in unblemished leather with maroon leather interior and carpets to match, fitted with H.M.V. push-button radio, heater, demister, twin chrome Windtone horns, chrome centre pass lamp, the appearance of this car is immaculate, this model is, of course, fitted with the new engine and independent front suspension which gives a most excellent performance with absolute silence and a remarkable petrol economy of 30mpg at normal cruising speeds, the car is taxed and ready for immediate use; £675; terms.

CROSS St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C3000]

WARWICK WRIGHT, Ltd., offer:—

1953 Rover 75 saloon, black, 6,000 miles; £1,125.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

RUSSELL MOTORS, Ltd., offer:—

1948 (Oct.) Rover 75 4-light sports saloon, one owner, black and grey leather; £610; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 3288. [C3060]

SEYMOUR & CLEMENTS, Ltd., offer:—

VERY rare 1948 (June) Rover 60 saloon, suede green, latest modified front suspension, sunroof, wireless, heater, etc., cellulose as new, most imposing; £565.—35, Watford Way, Hendon Central, N.W.4. Hendon 214. [C4007]

PETER BANTOCK CAR SALES, offer:—

1948 Rover 75 sports saloon, black with green leather, fitted heater, H.M.V. radio, etc., moderate mileage, beautifully maintained; £225.—104, High Rd., Chiswick 2725/5870. [C1014]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1951 Rover 75 P.4 saloon, heater, one careful owner, excellent condition, highly recommended; £795.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C1004]

1948 Rover 75, black saloon, excellent condition, small mileage.—Box 4200. [E439]

1953 Rover, 10,000 miles.—Anthony Crook, Caterham Hill 2232/3, Surrey. [C1063]

1948 Rover 75 sports sal., black, one owner; £625.—Telford, Ltd., Ten. Bar 3336. [C4029]

1951 (October) Rover 75 4-door saloon, immaculate, mileage only 15,000, spare unused; price £250.

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [E411]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER (60, 75 and 90)

CAMDEN MOTORS for Rovers—75 saloon, P4 1951 model in beige, only one previous owner, extremely nice order all round: £795. (C1018)

CAMDEN MOTORS for Rovers—75 saloon, 1948, lavender grey with red leather, very smart appearance and thoroughly sound mechanically: £595. (C1018)

CHOICE of two others, one 1948 sports saloon and one 1949 saloon de luxe. (C1018)

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1018)

1951 (March) P4 75, black and red, one owner, low mileage, virtually as new; £815.—Harris, Mayes & Co., Watford 4026. (R843)

1948 Rover 75 sal., new engine and tyres, one owner; £595.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (C4019)

1952 (August) Rover 75 saloon, black, one owner, 13,000 miles, perfect; £590.—Nimmo, 102, Main St., Wishaw, Lanarkshire. Wishaw 41. (R8227)

1953 Rover 75 saloon, light blue, radio and heater, 10,000 miles.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4958. (C4028)

CASS'S MOTOR MART.—1948 (October) Rover 75 sports saloon, black, just fitted reconditioned engine by Rovers, written guarantee.—S. Warren St., E.1, Euston 5323. (C1040)

1952 (July) Rover 75, carefully maintained throughout by one fastidious owner; £550.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 5557. (C3006)

1952 Rover 75, special model prepared for Monte Carlo Rally, finished in duo tone, black, maroon, many extras.—Dunham & Haines, 46, Castle St., Luton 2100/1. (C1019)

1954 Rover 75 saloon, black, red interior, 3,800 miles, new, every detail £1,115. Exchanges, deferred terms.—John H. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay 4274. (C4035)

ROVER (January '52) 75 P4 saloon, finished black with green leather and heater, one careful owner, 9,000 miles, loose covers, and Tyrod axle from new; thoroughly recommended at £525. (C4035)

MOOR GARAGE, Romsey Rd., Cadnam, Hants. Cadnam 3501. (R8229)

1954 Rover 75, grey and red leather, radio, heater, seat covers, Rimbellshears, etc., 5,000 miles, as new throughout; £1,175 or offer, or exchange Jaguar Mark VII.—Box 4250 or Tel. Longridge, Lancs 2151. (R8229)

XXX 1949 (May) Rover 75 saloon, a really outstanding example, finished black and chrome with red leather upholstery and loose covers, radio and heater, a beautifully maintained one-owner car which must be seen to be appreciated; recommended with confidence; written guarantee; £675; terms, exchanges.—W. J. Langham 0012, Great Portland St., London, W.1. Tel. Langham 0012. (C2003)

LAND-ROVER

OFFERED BY:—EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. (S111)

HARVEY HUDSON, Ltd. (the Land-Rover Specialist) offer from the finest stock of reconditioned and guaranteed Land-Rovers in the country. (S111)

1953 model Land-Rover, 6,000 miles, one owner, outstanding condition; £495. (S111)

1952 model Land-Rover, 14,000 miles, excellent condition; £425.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. (C2039)

1950 Land-Rover, heater, trafficators; £295.—Odon Motors, Ltd., Barnet 1164. (C3028)

1952 Land-Rover 15,000 miles, new condition, taxed year; £575. terms, exchanges.—A. E. Palmer Motors, Ltd., Luton 4512. (R874)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

HARVEY HUDSON, Ltd. (The Land-Rover Specialist) offer from the finest stock of reconditioned and guaranteed Land-Rovers.—Woodford, London, E.18. Wanstead 0056. (W2039)

ROVER MISCELLANEOUS

HENLYS, Ltd., ENGLAND'S Largest Rover Distributors. (R8227)

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLYS House, 385, Euston Rd., N.W.1. (Euston 4444)

DEPOTS at:—MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21366).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUSLOW (Houslow 3454).

FITCHLEY (Fitchley 0061).

CREAT WEST ROAD (Killing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. (0039 R)

HAROLD SIMONS Ltd., offer:—

1947-8 Rover 12 sports saloon, sun roof, black, brown upholstery, spot light, immaculate appearance throughout, superb mechanical condition; £515.—Below

1936 Rover 14 sports saloon, just repainted, inside to top sound; £225. trade enquiries welcomed; 3 months' written guarantee; service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube) Finchley 0063-53. (C4065)

ROVER MISCELLANEOUS

BEARTS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. (T080/R)

Rover Miscellaneous Cars Wanted

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 3991, would very much like to buy your Rover if it is quite perfect and exceptional for its year. (W4049)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

COOMBS & SONS (GUILDFORD), Ltd. URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Forthampton Rd., Guildford, Tel. 62907. (0242/R)

PRIVATE buyer urgently requires low-mileage 1952-3 Rover 75/P4.—Write full particulars Box 4193. (W4030)

REQUIRED, good used Rover.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 115. (W2000)

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. (W736)

POST-WAR Rovers urgently required, best cash prices.—Holbrook Motor Co., Ltd., Richmond, Surrey, Richmond 4014. (W2038)

XXX H. F. Edwards offer immediate cash for good Rover cars.—Details please to: 39-30, Upper High St., Epsom, Surrey. Tel. Epsom 9430. (W2001)

Rover Spares and Service LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. The 1222. Main Rover dealers for Croydon. (0219/R)

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). (0009/R)

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. (W7676)

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. (0457/R)

P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4815. (0457/R)

BARKING.—For full stocks of spares and genuine service for Rover owners come to: Albion's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippelway 1285. (0518/R)

DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire, very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. (0556/R)

SIMCA

C. V. RUSHMER for Simcas.—1953 Aronde saloon, low mileage, as new; £750.—39, Holland Park, W.8. Park 573. (C3061)

1954 Model Simca grand large 2-door sports saloon, loose covers, mileage 3,000, white-wall tyres, many extras, the only car of this model in England; £1,025.—Below

1954 Model Simca Aronde saloon, white-wall tyres, mileage 3,000, as new throughout; £845.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0521-2. (C5040)

SIMCA Aronde.—Several demonstration cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley, Tel. Perivale 5651. (0395/R)

Simon Spares and Service GENUINE parts, repairs, reasonable prices, Simcas, Houslow, sold, arranged & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. (0053)

SINGER

RAYMOND WAY, RAYMOND WAY OF KILBURN. RAYMOND WAY, the hire purchase specialists.

1951 Singer 4AB roadster, 26,000 miles only, as new, one change of ownership only, fast and very economical; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

B. J. HUNTER, Ltd., offer:—

1948 Singer 10 saloon, engine just overhauled; £325. (C2046)

HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6503. (C2046)

HAROLD SIMONS, Ltd., offer:—

1950 SM 1500 saloon, black, heater, superb appearance; £495; trade enquiries welcomed; 3 months' written guarantee; service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. (C4065)

HENDON CENTRAL GARAGE, Ltd., offer:—

1948 Singer 10 saloon, in good condition throughout, £335.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 5084-5. (C2034)

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 466. (C3023)

SINGER 1500 saloon, December, 1951, radio, heater, loose covers, magnificent condition; £525. (C3023)

1953 Singer SM1500 saloon, grey with red upholstery, 400 miles only; £795. (C2020)

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9263-6-7. (C2020)

SINGER

£195—Singer Le-Mans 1936 4-seater sports fixed coupe, one owner, low mileage, exceptional condition, choice also 2 others; 3 months' guarantee; hire purchase, exchanges. (C1017)

BEXMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

£333—1947/8 Singer 10 de luxe saloon, excellent condition, choice also 2 others; 3 months' guarantee; hire purchase, exchanges. (C1017)

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

1953 Singer S.M.1500 saloon, twin carburetors, silver, red interior, equipped with heater and foglamp, one owner; £675. (R8399)

PARKERS, Ltd., 176, Deansgate, Manchester, Deansgate 4507. (R8399)

SINGER 9, 1935, new battery, good tyres, rewired, small mileage since recondition, excellent runner; £95. o.n.o.—Pidsley, 7, Norton Way, Letchworth 1516. (R8399)

1951 Singer SM1500 saloon, heater, pastel green, with beige upholstery, excellent condition; £490.—Pantiles Service Garage, London Rd., Guildford 5326. (C5035)

SINGER 12 '38 model, engineer owned, recent engine gear box rebuild, just returned coachbuilders, repainted, etc., excellent tyres, genuine selling reason; £150.—Beckley Heath 9261. (R8054)

£125—1934 series Singer 9 sports 4-seater, red and silver, excellent runner, outside boot; £60 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1952 (April) Singer SM1500, latest type H.M.V. genuine mileage 18,000; £595.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431. (C3011)

625 gns.—Singer 1500 1954 4AB sports roadster, red, grey upholstery, glass sidecreens, trafficators, tonneau cover, one careful owner, genuine 300 miles, brand new condition; terms, exchanges.—Rowland Smith, below. (C1024)

395 gns.—Singer 9 1951 4AB sports roadster, glass sidecreens, I.P.S., excellent condition; choice of 2 ABs; terms, exchanges.—Rowland Smith, below. (C1024)

365 gns.—Singer Super 10 1949 saloon, sliding head, loose covers, heater, carefully used; terms, exchanges.—Rowland Smith, below. (C1024)

145 gns.—Singer 10 1938 saloon, sliding head, leather, good condition, taxed; terms, exchanges.—Rowland Smith, below. (C1024)

125 gns.—Singer 9 1936 de luxe 4-door saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4015)

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Singer.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

WHY accept less for your Singer 1500 saloon when you can get its full market value from: 200-220, FERRARIS OF CRICKLEWOOD, Ltd., Cricklewood Broadway, N.W.2. Gladstone 2234. (W2006)

Singer Spares and Service

THE Singer agents for spares, service repairs, Auto-menders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.15. Riverside 6496. (0754/R)

ANCASHIRE'S premier Singer spares stockists.—L. Counthurst & Grima's, Ltd., 759, Whalley New Rd., Blackburn Tel. 48091. (R6472)

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—5, Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. (0605/R)

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parker, Ltd., Distributors, Braxgate, Bolton, Tel. 4080. Deansgate Manchester. Deansgate 4507 (0590/R)

SPORTS CARS

BERT MASON. £29—Austin 7 saloon, excellent running order; £65. Riley 9 Monaco saloon, one for the Riley enthusiast; £95 S.S. 12hp sports saloon; £175, Aston Martin International, one to gladden the enthusiast; £185, M.G. P.A. 4-seater sports, goes like a bomb; £195, M.G. 2-litre saloon in Alfa red and chrome, terrific appearance and outstanding performance; £95, Vauxhall 14 Whisham cabriolet; £25, Armstrong-Ford engine 14 saloon; £115, Wolseley Hornet special 4-seater. (C5073)

HIRE purchase on any vehicle. A VERY large selection of Jaguars; hire purchase on all cars; we are open till 9 p.m. BERT MASON SPORTS CARS, 77, Cricketfield Rd., Clapton, E.5. Amherst 1614. (C5073)

CHARACTER CARS offer:—

ALFA-ROMEO 1.750cc blown and unblown saloons; Allard 1949 coupe; B.S.A. 10hp 2-seater; Hispano-Suiza sedan; Essex Six sedan, 1929, specimen; Mercedes 500K; M.G. C and M type 2-seaters; Rolls-Royce PH limousine; Talbot 105 coupe; 1930 Buick. (C1044)

CHARACTER CARS, Wellesley Garage, Wellesley Court Rd., East Croydon, Croydon 2555. (C1044)

WARWICK WRIGHT, Ltd., offer:—

1953 Sunbeam Alpine roadster, l.h.d., alpine mist, radio and heater, 1,000 miles; £975. (C4045)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

VINTAGE AUTOS.—See our selection on page 51. (C4039)

SEE 1500 Fiat for exchange, Allard or similar. (R8434)

B. & G. MOTORS.—See our display advert on page 51. (C1019)

V8 special, 1951, 25mpg, 90mph; £140.—202, Britannia Ave., Dartmouth. (R8494)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

ROWLAND SMITH'S for Sports Cars.

625 gns.—Singer 1500. 1954 4A.D. sports roadster, glass sidescreens, tonneau cover, one owner, running 300 m.s.a., brand new condition.
545 gns.—M.G. Midget. September 1951 T.D. 2-seater, Marshall, supercharger, oil coil, one owner.
395 gns.—Allard, 1949 sports 2-seater, high-compression heads.
395 gns.—Singer 9, 1951 4A.B. sports roadster, glass sidescreens, 1.1.
345 gns.—M.G. Midget, October 1946 T.C. 2-seater, black, lawn leather.
195 gns.—Morgan 4/4, 1938 sports 4-seater, one owner.
175 gns.—Fraser Nash-B.M.W., 1935 type 55 convertible sports coupe.
165 gns.—M.G. Midget, 1935 Shp J2 2-seater, new hood.
145 gns.—Hillman Aero Minx, 1934 sports 4-seater, tonneau cover.
125 gns.—S.A. Scout, 1939 10hp 2-seater; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

CHIPSTEAD MOTORS Ltd. offer mostly reconditioned and in showroom condition:
A.C. reg. 1941 5 carburettor foursome drop head coupe, French blue with new plastic leather hood, immaculate: £425.
LVIS Speed 50 1934 V.D.P. sports 4-seater, exceptional condition: £285.
ALLARD (December) 1948/9, 2/4-seater, low mileage, a reconditioned Bugatti blue, chrome luggage rack, etc.: £375.
CITROEN 6-cylinder 1950 model, one owner, champagne and red leather, push-button radio, low mileage: £585.
DELAGE D.6 70 1938 streamlined saloon, reconditioned, bronze, reconditioned engine, brakes, steering, clutch, etc., fully fitted, Colial test specimen: £475.
DELAGE 135M 1939 model, fitted 5-litre engine, completely overhauled engine, gear box, clutch, brakes, steering, etc. Chapron 2-door fixed head coupe, blue/black: £550.
FRASER NASH Le Mans replica, 1932, see Fraser Nash column.
C-TYPE competition Jaguar.—See "Jaguar" column.

LAGONDA L.G.6, 1938 model, independent suspension, foursome drop head, discs; opportunity to obtain one of these very rare cars.
MERCEDES-BENZ 500K, supercharged special streamlined foursome d/h coupe, 1938 model, fantastic car, just overhauled by Mercedes, l.h.d.
PEUGEOT type 205, August, 1951.—Seen under Peugeot column.

WE are desirous of purchasing good quality English and Continental sports and touring cars.
CHIPSTEAD MOTORS Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. [C1046]

PERFORMANCE CARS, the Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 8841 (3 lines).
ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WRITTEN guarantee, immediate H.P. and insurance, B.M.T.A., M.A.A., appointed R.A.C.
FROM over 150 in stock all plainly marked with year and price we select—
FOR this week's selection see display advert on page 51. [C3041]

VINTAGE Bentley service, the source for "Gen" on running and buying!—See under Books on page 91. V.B.S., Harrogate. [1851]

BUCKLER Mark 10 2-seater sports, all enveloping body, tubular chassis, Ford 10 components, weight 11½ cwt., top speed 85, photo on request; price £495.—Carley, Upper Fant Farm, Fant Lane, Maidstone, Kent. Tel. 4788. [18505]

ROYS offer special Daytona Wolseley 13 sports saloon, 1955 type, very smart, open exceedingly fast: £150, terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station), Euston 2700 and 8694. [C3059]

CHILDREN CARS offer Alfa-Romeo, Alvis, Aston Martin, B.M.W., Bugatti, Hotchkiss, Lagonda, Lotus, M.G., Morris, Ralston and Talbot; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2260. [C1045]

JOHNSON & BROWN offer 1930 Bentley Speed 6, utility body, £135; 1928 Rolls-Royce 20 saloon, exceptional, £295; 1939 Lancia Astura Pillarless saloon, superb order, £825; Riley 12/4 sports tourer, £195.—Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C2073]

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

ANY sports cars always wanted.—Fleet, The Cottage, A. Menzies, Leighton Buzzard. [C1067]

BARTLETT will pay more for good sports cars.—27a, Pembroke Villas, W.11. Bayswater 0525. [W1013]

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. [W5041]

PRIVATE owner wishes to exchange 1952 2½-litre Riley saloon for low mileage sports car.—E. Gomme, Ltd., Spring Rd., High Wycombe 450. [18414]

JOHNSON & BROWN require first-class Bentley 3 and 4½, Vande Plas and tourers, higher prices paid; also urgently required, post-war H.R.G. and Lancia Aprilia.—Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C2073]

MERCURY MOTORS wish to purchase good used sports cars of most types.—M.G., Riley, Sunbeam, Talbot, Morgana, etc., please write, phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 284-8, Harrow Rd., Wembley, Middx. Wembley 8058-9. [C3014]

SPORTS SPARES AND SERVICE
TUNING, repairs, unobtainable spares made.—Automotors Ltd., Ferry Rd., Barnes, S.W.13. Riverside 4496. [0753/R]

S.S. very fast, enthusiastic, maintained, engine reconditioned, bargain, below value of overhaul: £115.—Maidenhead 1176. Box 3996. [18061]

STANDARD 8

£299!!—1948 Standard 8 sports tourer, specimen as new condition; absolute gift.—Below hire purchase, exchange.
LAMB OF WOOD GREEN, Finchley Showrooms: 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1954 Standard 8 saloon, nominal mileage: £460.—S. F. Erskine & Sons, Ltd., Commercial Rd., Woking 330. [C2051]

£325 Standard 8 drop head coupe, 1948, excellent mechanical condition, good hood, tyres, etc.; many others.
BENNETT, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50/50 Holland Park Tube). Exchanges, h.p. [C1017]

1946 Standard 8 d/h coupe, engine recent recon: £275.—Smith & Hunter, 376, Kensington High Street, W.14. Western 2512. [C4019]

1948 Standard 8 saloon, grey/blue, taxed: £325.—Kalls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho), Ltd. 1044. [18386]

1947 Standard 8 de luxe saloon, in immaculate condition throughout; £300, or £100 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. [C1024]

265 gns.—Standard 8 (September) 1947 saloon, sliding head, discs, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

STANDARD 10

£165—1937 Standard 10 de luxe saloon, very clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009]

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR" specialises in small h.p. cars as well as the larger types.

STANDARD 12

325 gns.—Standard 12 1947 saloon, sliding head, leather, one owner, reconditioned engine; terms, exchanges.—Rowland Smith, below.

245 gns.—Standard Flying 12 1939 saloon, sliding head, leather, 1.7.5., very good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

STANDARD 14

SCOTT CARS offer:—
1948 Standard 14 saloon, perfect condition: £355. [C4016]

SCOTT CARS, 347, Finchley Rd., London, N.W.3, Hampstead 2100/8676. [C4016]

£350—Standard 14 saloon, 1947, black, blue leather upholstery, one owner only.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [IN2008]

1947 Standard 14, radio, heater, immaculate: £350.—Jack Foster (Autos) 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063]

1948 Standard 14 4-door saloon, fitted with heater: £350.—Starnes Motors, Standard Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [18579]

1947 Standard 14 de luxe saloon, reconditioned engine: £350.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames Kingston 2241. [C4053]

1939 Standard 14 de luxe saloon, reconditioned engine, etc.: £195; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14, Park 9704 and 5968. [C3034]

345 gns.—Standard 14, 1947 saloon, sliding head, leather, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

STANDARD 14

ROYS offer 1947 model Standard 14 saloon, two-tone grey, good order throughout; £325; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station), Euston 2700 and 8694. [C3059]

STANDARD 20

RUSSELL MOTORS, Ltd. offer:—
1937 Standard V.8 20hp saloon, 54,000 miles since new; £135; any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]

STANDARD VANGUARD

ALWAYS Standard Vanguard. A selection with a written guarantee and free after sales service at
NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction S.W.11. Bait. 2252. [18023]

1953 (August) Standard Vanguard Phase II, 5,000 miles only, one owner: £725.
ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 221. [C1002]

CAR MART, Ltd.
1953 Standard Vanguard Phase I saloon, radio, heater: £650.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

SLOOMBERG, Ltd.
1952 Vanguard, in grey, heater, immaculate: £550.
1952 Vanguard, as new, many extras: £595.
1951 Vanguard, fine condition, heater: £475.

1949 Vanguard, new engine, black, most exceptional condition: £405.—Sloomburg, Ltd., 38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869; nearest underground Dollis Hill Station. [C4017]

B. J. HUNTER, Ltd. offer:—
1952 Standard Vanguard saloon, one owner, remarkable condition: £495.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 5303. [C2040]

OVERSEAS CARS, Ltd. offer:—
1951 Standard Vanguard saloon, blue, red leather, heater, excellent condition: £475.—For other Overseas car bargains see page 55.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031]

HAROLD SIMONS, Ltd. offer:—
1952 Vanguard one owner, 15,000 miles, press-button radio, heater, leather, windscreen washers: £585; trade enquiries welcomed; 3 months' guarantee; service after sale, exchanges, deferred.—Harold Simons, Ltd., 597-601, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0552-3. [C4065]

WARWICK WRIGHT, Ltd. offer:—
1952 Standard Vanguard saloon, blue, 17,000 miles; £550.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

SEYMOUR & CLEMENTS, Ltd. offer:—
ELABORATELY equipped Vanguard, 1951 (December), black with red interior, extras include wireless, heater, demister, spotlight, Rimelashers, thief lock, wing mirrors, etc., unmarked and in first-class order;—58, Watford Way, Hendon Central, N.W.4. Hendon 2140. [C4007]

CHARLES POLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266, offer:—
1952 Standard Vanguard sal., grey, heater, very good condition, serviced and guaranteed: £585.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010]

1950 Standard Vanguard, leather, heater and radio: £475; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054/1]

1951 Standard Vanguard, leather, 17,000 genuine, as new; £525; 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1951 Vanguard saloon, heater, exceptionally good condition throughout, taxed December: £485.—Hillside 6149, evenings. [18515]

1952 (August) Vanguard, grey, heater, one private owner, beautiful condition, serviced manufacturer since new: £550.—Kingston 0681. [18115]

625 gns.—Standard Vanguard 1953 saloon, heater, one owner, small mileage, spare unused, exceptional; terms, exchanges.—Rowland Smith, below.

395 gns.—Standard Vanguard 1949 saloon, leather, one owner excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1952 Vanguard, 24,000 miles, one owner, excellent condition; bargain £495!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. [C1011]

£499!!—1951 Vanguard saloon, speedometer reads 19,000, whole vehicle like brand new inside and out; 3 months' guarantee; hire purchase, exchanges.
LAMB OF WOOD GREEN, Finchley Showrooms: 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1950 (June) Vanguard saloon, 31,000 miles only, radio, heater, taxed year, carefully maintained, excellent condition throughout: £475 o.n.o.—Frentice, Uplands, Ry. Sussex. [18364]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

1951-52 Standard Vanguard saloon de luxe, grey, fitted with luxurious tartan tailored loose covers, checked and serviced in our own workshops; offered at £255. [C4064]

R. G. TIMMS (MOTORS), Ltd., 17-18, High St., Tooting Bells, Tel. 371. [C4064]

KENTISH & THOMSON, Ltd.—1953 Standard Vanguard Phase I saloon, black with red upholstery, fitted with heater, 20,000 miles; £595.—564-6, Wickham Rd., Shirley, Croydon, Sperrings 3477. [C4047]

1949 (October) Standard Vanguard saloon, black with tan upholstery, fitted heater, beautifully maintained by one private owner; £395.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C4047]

PRIDE & CLARKE, Ltd.—1952 Standard Vanguard saloons, olive green/beige, silver grey/grey, grey/red, black/red, all with heater, choice of 4, £495; 1951 black/brown, blue/red, grey/grey (radio, heater), choice of 4 from £435; 1949 green/green, heater, radio, one owner, £375; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hamstead (Tube), N.W.3. Ham 6041. [W4018/R]

WHY accept less for your Standard Vanguard estate car when you can get its full market value from FERRARIS & CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2006]

TOP price paid for Vanguard or similar type car, trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd.—Standard House, South End, Croydon, Cro 6086. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexleyheath and Farnham. [C0026/R]

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hamstead (Tube), N.W.3. Ham 6041. [W4018/R]

MARSTON MOTOR CO., Ltd., for your Standard, N.15, Tel. Sta 8000.—Seven Sisters Rd., Tottenham. [C0181/R]

XXX H. F. Edwards offer immediate cash for good Standard cars.—Details please to: 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Standard Spares and Service

KJ MOTORS, Ltd., for spares, reconditioned units; Girling agents.—Bromley, Kent. Rav. 3458. [C0367/R]

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1938 onwards; quote commission number when ordering. [C0367/R]

WHITE'S GARAGE, Ltd.—Standard and Triumph Distributors, Grimsby. Tel. 5486. [C0475/R]

LARGE stocks of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 2, Tel. 29439. [C0801/R]

STANDARD spares all models from 1935; replacement units, complete overhauls, recollimating.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [C4251]

MARGATE Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [C4250]

STANDARD spares for all models, largest provincial stockists.—Hollingsdale Automobile Co., Ltd., Stockport (Tel. 4484); and Prince's Drive, Colwyn Bay (Tel. 5322). [C0359/R]

LANCASTER ENG. CO., Ltd. (distributors in Surrey since 1911). Full range of spares, phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 5151-4. [C0296/R]

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [C0002/R]

STUDEBAKER

1936 Studebaker Dictator saloon, real bar:ain, £75.—A. Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1953 Studebaker Champion Hydramatic 2-door saloon 600 miles only, all extras, absolutely brand new.—Taylor & Cranley, Hyde Park Corner, 55, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4038]

1950 Studebaker Champion right-hand-drive drop head four-seater coupe, 22hp model, with the very latest type body styling, overdrive, electrically operated hood, built-in radio, heater, real leather upholstery, a very immaculate example and quite the smartest looking late post-war convertible on the road, amazingly economical on petrol, vivid performance with superb suspension, cannot be repeated. [C1035]

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays; write for catalogue. [C1035]

STUDEBAKER Spares and Service
REPAIRS, parts, reconditioned guaranteed gear boxes, shock absorbers.—10, Winchester Mews, N.W.3. Pri. 6159. [C0622]

SUNBEAM

WARWICK WRIGHT, Ltd., offer:—
1953 Sunbeam Alpine roadster, l.h.d., Alpine mist, radio and heater, 1,000 miles; £975. [C4045]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

SUNBEAM-TALBOT

A CRES offer:—
1951 Sunbeam-Talbot, black, with radio and heater, indistinguishable from new; £680.—A CRES AUTOS, Ltd., 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maitland 2211-2. [C1002]

SUNBEAM-TALBOT

S'LOOMBER, Ltd.
1947 Sunbeam-Talbot 10 open four-seater, a rare 1945-50, Sunbeam, Ltd., 36/52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4889. Nearest Underground Dollis Hill Station. [C4017]

COACHCRAFT offer:—
£585 a.s.o.—1951/2 Sunbeam-Talbot 90 convertible, one private owner, many expensive extras, maintained solely by main distributors, full history available, will appeal to discriminating purchaser; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053]

METROPOLITAN MOTORS
OFFER immediate delivery Humber Hawk and Sunbeam-Talbot Alpine. [C1013]

1950 Sunbeam-Talbot Mark I saloon, loose covers, one owner; £575.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5064. [C1013]

RICHARDS & CARR, always best value.
1953 Sunbeam-Talbot 90 saloon Mark IIA, 8,000 miles, specimen; £925. [C3045]

1951 Sunbeam-Talbot 90 saloon, one owner, H.M.V. radio, heater, £685. [C3045]

35 Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

HENDON CENTRAL GARAGE, Ltd., offer:
1950 Sunbeam-Talbot 90 drop head coupe, fitted heater, coal covers, taxed year, extremely nice condition; £625.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 804-5. [C2034]

EMA Ltd., Southsea, Portsmouth 2168. [C2034]

1953-4 Mk. IIA Sunbeam-Talbot 90 saloon, colour gun with leather upholstery, fitted radio, heater, loose covers, 4,000 miles; £1,050.—E.M.A., Ltd., Rovers Group Distributors, Grove Rd. South, Southsea, Portsmouth 2168. [C2034]

PARADE MOTORS (MITCHAM), Ltd., offer:—
1946 Sunbeam-Talbot 10 4-seater sports black, excellent condition; £365. [C3056]

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. [C3056]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.
100% Rovers Group Dealers.
1951 Sunbeam-Talbot convertible, radio, heater; £695. [C1008]

MARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (5 lines). [C1008]

GEORGE HARTWELL, Ltd., The Sunbeam-Talbot Specialists.
£725—Sunbeam-Talbot 90 Mark II convertible, sapphire blue/light fawn heater, in outstanding condition. [C1008]

CONFIDENTIAL hire purchase, part exchange.
35-41, Holdenhurst Rd., Bournemouth. Tel. B'nouth 4161. [C1008]

PHONIX MOTOR CO. (SURREY), Ltd., for all Rovers Group products, specialists in purchase and sale of GUARANTEED used Sunbeam-Talbots. [C1008]

A SELECTION from our stock:—
1952 (May) Sunbeam-Talbot 90 Mark II saloon, 24,000 miles, Mark IIA modifications include gearless headlamps, a one-owner motor car with nearly £200 extras; £815. [C1008]

1951 (June) Sunbeam-Talbot 90 Mark II saloon, grey, grey leather, 11,500 miles, one owner, fitted Rovers heater, a specimen car; £745. [C1008]

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle. [C1008]

PERKINS MOTOR CO. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey, Vigilant 1121. [C1008]

1952 Sunbeam-Talbot sports coupe, genuine mileage under 3,000, radio, heater, etc. etc. £685.—Fushe, Bushy Heath, 1685. [C0207/R]

CAMDEN MOTORS for Sunbeam-Talbots—Mark IIA 90 saloon, 1953, nominal mileage and in condition practically as new in every respect; £895. [C0207/R]

CAMDEN MOTORS for Sunbeam-Talbots—Mark II 90 saloon, 1951, metallic blue/beige heater, screenwash, one owner; £875. [C0207/R]

CAMDEN MOTORS for Sunbeam-Talbots—90 saloon, 1949, bronze with red leather, just overhauled and retired, extremely good order; £495. [C0207/R]

CAMDEN MOTORS for Sunbeam-Talbots—90 saloon, 1950, two owners only, both week-end motorists, especially well maintained, heater, seat covers, £545. [C0207/R]

CAMDEN MOTORS for Sunbeam-Talbots—90 drop head coupe, 1950, late property of very careful lady owner, much lower mileage than average and in very good condition indeed, hood, tyres, interior all excellent; £575. [C0207/R]

CAMDEN MOTORS for Sunbeam-Talbots—90 saloon, 1949, in bronze with red leather, heater and radio, February delivery one owner, genuine moderate total mileage; £495. [C0207/R]

CAMDEN MOTORS for Sunbeam-Talbots—A good selection of early post-war sports saloons and one or two 1939-40 models. [C0207/R]

CAMDEN MOTORS for Sunbeam-Talbots—Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

1948 Sunbeam-Talbot 10 saloon, heater, reconditioned engine, first-class condition, serviced one garage; £450; no dealers.—Tel. Tate Gallery 0616. [C1035]

1939 Sunbeam-Talbot 3-litre sports saloon, black, brown, reconditioned at cost of £250, excellent appearance; what offers around £300?—Tait, Edinburgh 6253. [C1035]

1940 Sunbeam-Talbot 4-litre saloon, new engine, immaculate car, guaranteed; £350.—payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4058]

1950 Sunbeam-Talbot 80 drop head coupe, green, excellent condition throughout; £345.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3065. [C1076/1]

SUNBEAM-TALBOT

NOV., 1951, Sunbeam-Talbot 90 saloon, radio, heater, covers, bronze, one owner, taxed year; £725.—Halls (Finchley), Ltd., Odeon Parade, N. Finchley, N.12 (Tally Ho), Hil. 1044. [C3858]

1950 Sunbeam-Talbot 90 saloon, satin bronze, heater, excellent condition; £575.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [C1076/1]

JACK ROSE, Ltd., offer, 1950 Sunbeam-Talbot convertible, in black and red hide, clean and mechanically excellent; £595.—50, Stafford Rd., Wallington, Surrey. Wallington 6677. [C1054]

SUNBEAM-TALBOT 90 (August) convertible, black and red, resprayed, new hood and tonneau cover (special material), radio, carefully used by private owner, condition as new; £600.—Walton Service Garage, Dorset Mews, Wilton Street, S.W.1. [C1054]

PRIDE & CLARKE, Ltd.—1952 Sunbeam-Talbot 90 drop head, black/beige, 14,000 miles, one owner, £695; 1951 saloon, black/beige, 20,000 miles, £685; 3 months' guarantee, terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

SUNBEAM-TALBOT Alpine, first registered August, 1953, colour sapphire blue, under 5,000 miles, just serviced by makers, immaculate condition, an opportunity to purchase a virtually new car.—Tel. Colnbrook 253. [C3068]

Sunbeam-Talbot Cars Wanted

ROOTES, DISTRIBUTORS,
REQUIRE modern low-mileage Sunbeam-Talbot cars, BIRMINGHAM.—Lower Temple St. (Central 8411). [C1011/R]

MANCHESTER.—129, Deansgate (Blackfriars 6677). [C1011/R]

MAIDSTONE.—(Maidstone 3333). [C1011/R]

CANTERBURY.—(Canterbury 3252). [C1011/R]

ROCHESTER.—(Chatham 2251). [C1011/R]

WROTHAM Heath.—(Borough Green 4). [C1011/R]

ROOTES, Ltd., Devonshire House Piccadilly, W.1. Tel. Grosvenor 3401. [C1011/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hamstead (Tube), N.W.3. Ham 6041. [W4018/R]

MARK IIA convertible.—D. B. Corlett, 1, Crosshall St., Liverpool, Central 1675 (daytime), 18349. [W4018/R]

WANTED privately, Sunbeam-Talbot 90, Mark II.—759, Sidcup Rd., S.E.9. Eitham 2862. [C1011/R]

PRIVATELY owned S-Talbot 90.—S. Brace Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2001]

RICHARDS & CARR buy Sunbeam-Talbot—35, Kinnerton St., London, S.W.1. Sloane 5424. [C1011/R]

BARTLETT will pay more for good Sunbeam-Talbots.—27a, Pembroke Villas, W.11. Baywater 0235. [W1011]

URGENTLY required, 1949-53 Sunbeam-Talbot 80 or 90 saloons.—Gibsons Sports Car (Christchurch), Ltd., Lyndhurst Rd., Christchurch Hants. Tel. 7740. [C1011/R]

TOP price paid for Sunbeam-Talbot or similar type car, trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

CRIPPS of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—C. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46381. [C0465/R]

XXX H. F. Edwards offer immediate cash for good Sunbeam-Talbot cars.—Details please to: 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [C0089/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hamstead (Tube), N.W.3. Ham 6041. [W4018/R]

Talbot Spares and Service
LARGE stocks new and second-hand Talbot spares 1929-36 included ambulance.—Clare's Motor Works 206 Knights Hill, London, S.E.27. Gipsy Hill 0132. [C0664/R]

J. H. BLAND for pre-war Talbot spares and repairs, many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; spindled wheel hubs.—27, Southfields Rd., S.W.15. Vandyke 1612. [C0896/R]

TRIUMPH

A CRES offer:—
1952 series Triumph Renown, grey, heater, radio, indistinguishable from new; 18,000 miles only; in distinguishable from new; £695. [C1002]

A CRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A]

CAR MART, Ltd.
1952 Triumph Mayflower saloon, heater; £495.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1038]

SCOTT CARS offer:—
1951 (October) Renown, heater, perfect throughout; £585. [C4018]

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hamstead 2100/0676. [C4018]

J. HUNTER, Ltd., offer:—
1949 Triumph 2000 coupe, fine car, much above average; £525. [C2040]

B. N.W.2. Tel. Gladstone 6305. [C2040]

MAYFLOWER saloon, modest mileage, perfect.—J. Mayflower Ave. N.W.7. Hen. 1636. [C529]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

AUTOMOBILIA, Ltd. offer:—

1951 Triumph Renown saloon, black, beige leather, heater, windscreen washers, low mileage, one owner, excellent condition; £275.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1099]

GLANFIELD LAWRENCE offer:—

1948 Triumph 1800 Roadster, black, two owners, only 28,000 miles, new hood, etc., all new tyres, magnificent throughout; £449—407, High Rd., N.12, Finchley 0091. [C2053]

WANSTEAD MOTORS, Ltd. offer:—

1951 Triumph Renown, grey, one owner, fitted heater; £595.
WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Hford. Valentine 1155-6-7. [C4042]

SEYMOUR & CLEMENTS, Ltd. offer:—

VERY rare and in magnificent condition 1948 Triumph Roadster, one owner, black, cream leather, small mileage, any examination—56, Watford Way, Hendon Central, N.W.4, Hendon 2146. [C4007]

TRIUMPH 1900 4-door saloon, black, very smart; £445.—Below.

1950 Triumph Renown, grey metallic saloon; £525.—Starnes Motors, Triumph Specialists, 103, Cricklewood Broadway, N.W.3, Goldstone 2480. [C3599]

1949 Triumph Renown 2000 sal. exc.; £475.—Fickard, Ltd., Tem. Bar 3336. [C4029]

1947 (November) Triumph 1800 saloon, well above average condition in every respect; 3 months' guarantee; £395.

C & W MOTORS, Ltd., Queen's Head Garage, East C. End Rd., N.2 Finchley 6246 (3 lines). [C1061]

1949 Triumph Renown saloon de luxe, metallic grey, reconditioned engine just fitted, 4 new tyres in perfect order throughout; £475.

REG TIMMIS (MOTORS), Ltd., 17-18, High St., Tooting, Beck. Tel. 71. [C4064]

£575—1953 (April) Triumph Mayflower saloon, blue, blue upholstery, recorded mileage 12,000, fitted heater, in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks, Tel. Denham 2266.

£115—1935 Triumph Gloria 10.8 saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009]

1949 Triumph Roadster 2000 coupe, champagne, recent new engine, battery, private sale; £475; Hampshire.—Box 4187.

£169—1939 Triumph Delomite 14hp saloon, clean condition.—Autosnips, 26, Bristol Rd., Brighton. Tel. 28440. [C3543]

£525—1950 Triumph Renown, razor-edge saloon, small mileage, bargain price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms. 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) [C2052]

1949 Triumph Roadster 2000, specimen car; £495.—Smith & Hunter, 376, Kensington High St., W.14, Western 2512. [C4019]

1951 (November) Renown, radio, heater, one owner; £585; terms or exchange welcomed.—Mortlake, 48, Fort Ave., Wembley Park, Arnold 4604. [C3017]

1949 Triumph Roadster, excellent condition throughout, colour black; £495.—P. Dove, 69, Broadway, Wimbledon, S.W.19, Liberty 3456. [C1077]

1950 Triumph Renown, black, heater, one owner, mileage 19,000, first-class condition throughout; £525.—J. Dove, Ltd., Guildford Rd., Woking 1283. [C1078]

1952 Triumph touring limousine, fitted radio, in beautiful condition, black with brown leather upholstery, guarantee; 7 days' free trial; £725.—Hewlett, 4444.

525 gns.—Triumph Mayflower 1952 saloon, heater, one owner, small mileage, exceptional; choice of 3 Mayflowers; terms, exchanges.—Rowland Smith, below.

395 gns.—Triumph 1800 (December, 1947) Roadster coupe, grey, blue leather, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£165—1936 Triumph Gloria 4-door saloon de luxe, excellent condition.—G.P. (Balham) Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube), 1107-8-9. [C2064]

1949 (May) Triumph Roadster 2000cc, grey, new hood, low mileage, first-class condition; £495.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1, Euston 4511. [C4040]

1952 (Aug.) Mayflower, 14,000 miles, one owner, black/brown hide, radio, heater, Ace Rimballashers, as new, guaranteed, £525; terms, exchanges.—Cyril Sheppard of Reading, Sonning 235. [C3599]

1939 Triumph 14-litre 4-cylinder Dolomite sports saloon, black and chrome, very clean; £235 or £20 down.—Ray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. [C1024]

1952 Triumph Mayflower, jade green, beige interior, fitted heater, good tyres, one owner from new, has been meticulously maintained; offered at attractive figure of £555.

RO TIMMIS (MOTORS), Ltd., 17-18, High St., Tootingdon Bed. Tel. 371. [C4064]

1951 (July) Renown, maintained, faultless mechanical condition, new engine just fitted, coachwork unblemished, spotless hide, fitted loose covers, heater, extras, throughout impeccable; 65 gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3, Hampstead 0087-8-9. [C4043]

XXX 1951 (August) Triumph Renown saloon; an absolutely unmarked one-owner car, finished in jewel-like green with tawn leather, radio and heater, 18,000 miles only; must be seen to be appreciated; written guarantee; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1, Tel. Langham 0012. [C2003]

TRIUMPH

3,000 miles only, 1953 Triumph Mayflower, heater; £595.—British & Colonial Motors, Ltd., 15/14, Upper St. Martin's Lane, W.O.2 (Adj. Leicester Sq. Tube Stn.), Temple Bar 3588. [C1027]

XXX Quite outstanding 1950 (June) Triumph Renown saloon, this really immaculate car is finished in grey and chromium with grey leather upholstery; it is fitted with H.M.V. push-button radio and heater, etc.; quite immaculate one-owner car with delightful performance; must be seen to be appreciated, written guarantee; £550; terms, exchanges.—H. F. Edwards, 26-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001]

Triumph Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

MAYFLOWER saloon, well kept.—Han. 9458. [C6530]

ROADSTER wanted.—45, Shirehall Park, N.W.4, Hendon 1648. [C4043]

MARSTON MOTOR CO., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [C102/R]

Triumph Spares and Service

TRIUMPH distributors, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston 3151-4. [C4019/R]

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1, Len. 7735. [C1043/R]

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2, Tel. 29439. [C302/R]

PRE-WAR Triumph guaranteed reconditioned engines, gear boxes, differential, steering gears and parts; gear cutting and specialized machining to order.—C. W. Green and Sons, Brayford, Lincoln, 10884. [C8542]

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollindrade Automobile Co., Ltd., Southport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 3222). [C355/R]

UTILITY CARS

UTILITY VEHICLE CENTRE, offer:—

A LARGE selection of post- and pre-war Utilecons, estate cars, station wagons, etc., always in stock; enquiries invited.

100 6044-5 (Private Branch Exchange) [C4072]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1947 Austin 10 Martin Walter 7-seater, Utilecon, fold-flush seats, really immaculate, mechanical condition far above average, a vehicle in great demand; £395.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £300 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Malda Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

JACK STONE & SON offer:—

1952 Bradford de luxe utility; 1950 Hillman estate car; 1950 Ford Motor, 1946 Ford, 1946 Ford 10-6-seater, coachbuilt body; 1946 Dodge 7-seater, coachbuilt body; 1945 Austin 10, coachbuilt body; write for list.—221, Upper Richmond Rd., Putney, S.W.15, Tel. Putney 1057-8. [C4021]

HAROLD SIMONS, Ltd., offer:—

1952 (April) Hillman Minx estate Mark V, one owner, 18,000 miles, two tone grey, superb condition throughout; £615; trade enquiries welcomed; 3 months' written guarantee, service after a.e. exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-53. [C4065]

WARWICK WRIGHT, Ltd., offer:—

1951 (October) Austin A70 Countryman, beige heater, 26,000 miles; £675.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. [C4045]

ROWLAND SMITH'S for utility cars.

395 gns.—Lea-Francis, December 1948 14hp 4-door 5-seater shooting brake, natural timber body, removable rear seating, radio, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

325 gns.—Hillman Minx, November 1947 estate car, fold-flush rear seating, excellent condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1946 (registered) Standard 12 utility; £145.

MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 7803 (5 lines). [C1008]

ROYS AUTOMOBILES, Ltd. have numerous utilities. See under "Commercial" column. [C3059]

1952 (July) Ford 10cw Martin Walter 7-seater Utilecon, finished in pastel green, taxed, a very useful vehicle; £490.

ERIC HAYES, Ltd., 15, Bishops Bridge Rd., Paddington, W.2, Paddington 0289. [C2035]

1949 Ford 8 Martin Walter Utilecon, excellent condition; £295.—Jacquier, Ltd., 225-7, Ham-mersmith Rd., W.6, Riverside 6677-8. [C2043]

UTILITY CARS

BRADFORD utilities for sale serviced by our main agents since 1922.—Bunting's Motor Exchange, Bonnerside Lane, Harrow. Tel. 628-5. [C081/R]

£295—1946 (reg.) Ford V.8, fitted magnificent wood bodywork, modern styling, tremendous looker, excellent value.—Below.

£145—1946 (reg.) Austin 10, fitted soft top utility, just had overhaul costing £45.—Below.

£135—1937 Ford 8, fitted nice wood bodywork, excellent throughout; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) [C2052]

£30 free.—A40 Countryman at London agents un-delivered; having paid deposit cannot accept delivery.—Greystones, Avebury, Nr. Marlborough. [C829]

14hp Commer 10-seater shooting brake, recently renovated, splendid mechanical order; £275.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022]

1950 Austin A40 Countryman, light green/brown, low mileage, outstanding; £475; terms, exchanges.—Cyril Sheppard of Reading, Sonning 2345. [C3599]

1948 Ford 8 Martin Walter Utilecon, guaranteed; £275; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14, Park 9704 and 5968. [C3054]

1952 Hillman de luxe estate car, grey brown leather, 15,000 miles, unblemished; £625; terms, exchanges.—Cyril Sheppard of Reading, Sonning 2345. [C3599]

1951 (May) Lea-Francis works-produced shooting brake, latest type with built-in lamp and I.P.S., first-class order, one owner only; £650; terms, exchanges.—A. E. Palmer Motors, Ltd., Luton 4212. [C1024]

£125—1937 26hp Packard, wood body, utility with special rear seat conversion for camping.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. [C4040]

1952 Fordson 7-seater Utilecon, nominal mileage, original tyres, whole vehicle in faultless condition; £450.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 5431-2. [C3011]

£165—1951 (reg.) 15hp 6-cylinder Armstrong Siddeley coachbuilt utility, conversion cost £400, upholstered bench seats for six, impeccable condition throughout.—Malden 8694. [C829]

NEW Ford 10hp estate car, 7 fold-flat seats, immediate delivery from stock; £510.10 including tax, exchange and hire purchase.—S. & H. Motors, 406, High Rd., Whetstone (Finchley, N.20), Tel. Hillside 6671. [C1020]

1936 Ford V.8 30 Dagenham shooting brake, in superlative order, one titled owner, must be seen to be appreciated; £295.—Clarton's Cars (London), Ltd., 17, Bruton Place, London, W.1, Tel. Mayfair 4576. [C1050]

G & M ALFRED'S (1936), Ltd.—1952 series Austin A40 Countryman, superb order; 1951 Hillman Minx estate car, extras, superb order; 1952 Austin A70 estate car; 1940 Morris Utilecon, 1950 condition.—6-7, Warren St., W.1, Euston 3268. [C1005]

NEW Bedford Road Masters (£538) and Dormobiles (£548) 12-seater utilities, tax free, orders accepted home and export, conversion of nearly any van to 5-seater (folding seats) £44.—Tarrant & Frazer, 10, Winchester Mews, Primrose 6150. [C0005]

HILLMAN 10 utility brake, fold-flat seats, registered 1946, just fitted replacement works engine, new battery, all good tyres, very good running order; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6539. [C1053]

A. Z. MOTORS offer 1951 Ford 8 utility, beautiful A little car, 100% condition, bargain, £295; 1947 genuine Martin Walter Utilecon, beautiful condition, 6/8-seater, bargain, £295; 1944 Hillman 10 P.U. utility, £125; 1941 Ford V.8 22 wooden utility, £150.—100, Palmerston Rd., N.W.6, Mai. 4723. [C1011]

UTILITY CARS Wanted

BEDFORD Dormobile wanted.—Motorists (London), Ltd., East Finchley Station, N.2, Tudor 2301-2. [W3018]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

VAUXHALL 12

1948 Vauxhall 12 4-door saloon, black, serviceable, well-equipped model; £350.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. [C4001]

£375—1947-3 Vauxhall 12 de luxe saloon, immaculate condition, small mileage, choice also 2 others; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) [C2052]

1948 model Vauxhall 12, luxury car, recon. engine, radio, heater, spray, linkmats, foglight, new tyres, engineer owned, perfect; £595.—Cooper, 18, Bedford Rd., Ewell 8409. [C3530]

325 gns.—Vauxhall 12, September 1946 saloon, sliding head, excellent condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

VAUXHALL 13

1947 Vauxhall 13 de luxe saloon, reconditioned engine; £375.—G. W. Wilkin, Ltd., 1, Western Park, Kingston-on-Thames, Kingston 2241. [C4053]

VAUXHALL 14

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1938 (May) Vauxhall 14 saloon, splendid car, un-repeatable bargain; £150.

AUSTIN House, 140-143, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (10 lines). [C1004]

£275—1939 Vauxhall 14 saloon, superb condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 14

1946 (September) Vauxhall 14hp saloon, black/brown leather, heater; £225.—Dobson, Ltd., Staines 301. (C1070)

D.X. Vauxhall 14 Wingham cabriolet, mechanically sound, radio, heater; £185.—7, Rydale Rd., Sherwood, Nottingham. Arnold 68388. (8252)

1939 Vauxhall saloon, 14hp, excellent condition, low mileage, one owner, partly chauffeur driven; £295 or nearest.—Tel. Radlett 5851, evenings or week-end. (8514)

£185.—Late 1937 Vauxhall 14 drop head four-seater, in extremely nice condition throughout; £25 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1939 Vauxhall 14 J-type 4-door saloon, black, brown leather, recon. engine, steering, front suspension, brakes, new battery, very clean, guaranteed; £310.—Kings Motors, 1, High St., Hounslow, Tel. 3532. (C2049)

ROYS offer a 1935/6 Vauxhall 14 saloon, which will be the envy of your neighbours, in appearance equal to any '46 model, unrepeatable at £165 and well worth it; terms and exchange.—Rogs Automobiles, Ltd., 127, Parkway, N.W.1. (near Camden Town Tube Station). Euston 2700 and 8894. (C3059)

1939 Vauxhall 14hp J type saloon, very clean, well-kept car, recent engine and gear box overhaul, good tyres and battery; £225 or £250 deposit and balance over 18 months' exchange, insurance; 50 cars always in stock under cover, write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (195 bus from Stockwell Tube Station passes the door.) (C4071)

VAUXHALL WYVERN

CAR MART, Ltd.

1951 Vauxhall Wyvern saloon, radio, heater; £515.—C. 16, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. (C1039)

SCOTT CARS offer:—

1949 Wyvern, radio, heater, loose covers, immaculate condition; £335.—Kirkdale Cars, Cobbe Corner, Hampstead 2100-8678. (C4016)

SCOTT CARS, 547, Finchley Rd., London, N.W.3. Hampstead 2100-8678. (C4016)

VAUXHALL WYVERN, 1953 (January), heater, radio, black, condition as new; £635; terms and exchange. PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter St. 121. (C3035)

1949 Vauxhall Wyvern, black, immaculate condition; £335.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26. Sydenham 6129. (C2068)

WYVERN 1950 model, one owner, leather upholstery; £450.—Basil Roy, Ltd., 161, Great Portland St., W.1. Lancham 7735. (8555)

1951 Vauxhall Wyvern saloon, 20,000 miles, green, brown leather, extras, as brand new; £535; terms, exchange.—A. K. Palmer Motors, Ltd., Luton 4212. (8575)

1952 Model Vauxhall Wyvern, black with brown leather, radio, heater, reverse light, fog light, windscreen washers, link main, low mileage, one owner; £575. JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7, North 4441. (C1036)

1951 Vauxhall Wyvern, one owner, black, brown leather, immaculate throughout; £495; hire purchase and part exchange welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2035)

Vauxhall Wyvern Cars Wanted

WANTED privately, Wyvern or Velox, about 1951; immediate cash.—Tel. Ric. 3808. (8467)

VAUXHALL Wyvern urgently required.—6, Rodmarton Mews, W.1. (W2066)

VAUXHALL VELOX

B. J. HUNTER, Ltd., offer:—

1952 Vauxhall Velox saloon, one engineer owner, innumerable extras, highly tuned; £695. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Vauxhall Velox, fitted all extras, taxed; £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. (C2054)

1951 Velox, new condition throughout; £495.—Jack Pomer (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

1950 Vauxhall Velox, grey, very clean car, well maintained.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W X 2760. (7119)

1952 Vauxhall Velox, blue, one owner, heater, spotlight, test covers; £595.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Mountview 5451. (8219)

1949 Vauxhall Velox 4-door saloon, black, fawn leather, one owner, very carefully used, excellent, guaranteed; £485.—Kings Motors, 1, High St., Hounslow, Tel. 3532. (C2048)

1951 Vauxhall Velox saloon, black/brown leather, fitted with heater, taxed for year, in excellent condition; only £475.—Cole's Garages, 42, Worplesdon Rd., S.W.19. Wimbledon 0195. (C1054)

395 gns.—Vauxhall Velox, 1949 saloon, leather, radio, heater, excellent condition; terms, exchange, list. Open 8-7 weekdays and Saturdays.—Row and Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Vauxhall Velox Cars Wanted

TOP price paid for Velox or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

VAUXHALL 24

£295!!!—1940 series Vauxhall 25 saloon de luxe, impeccable condition, privately used, tiny mileage; 3 months' guarantee; hire purchase exchange. LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

VAUXHALL MISCELLANEOUS

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6432-5.—Gregory's, of Uxbridge. (0039/R)

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328. (0017/R)

HAMILTON MOTORS (LONDON), Ltd., 466-480, Edgware Rd., London, W.2. Paddington 022 (12 lines). Vauxhall main dealers.

1950 Velox, black/brown upholstery, radio, heater, in excellent mechanical condition; £475.

1939 Vauxhall 14 J-type, black, brown upholstery, excellent condition; £260.

ALWAYS a good selection of used Vauxhalls in stock; H.M. will purchase for cash all Vauxhall cars, including latest models. (C2052)

GRAHAM BROTHERS (MOTORS), Ltd., Main Vauxhall Dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts.—Depots at: Ashton (Ashton 1817), Didsbury (Didsbury 3446), Manchester (Blackfriars 9887), Stretford (Trafford 3311), Wilmslow (Wil. 4932). (0285/R)

Vauxhall Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

S

SHAW & KILBURN, Ltd., Vauxhall main dealers. WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328. (0018/R)

ARLINGTON MOTOR CO. Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 9760. (0612/R)

VAUXHALL cars, post-war models, urgently required.—Go. J. Garage, Ltd., Baris Court Rd., S.W.5. Fremantle 6373. (0479/R)

7-SEATER private 1937/38/39 Limousines required, cash waiting. Alpe & Saunders Ltd. Providence Court, North Audley Street. Mayfair-2941. (W1006)

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-480, Edgware Rd., London, W.2. Call, write or tel. Paddington 022. (W2052/R)

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd. VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-382, London Rd., Croydon, Tel. Thornton Heath 3276 (4 lines). (0205/R)

KJ MOTORS, Ltd., for spares, accessories, exchange units.—Bromley, Kent. Rav. 3456. (0393/R)

VETERAN CARS

WELHAMS, Veteran Car Specialists, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1914. (C4070)

Veteran Cars Wanted

HIGH price paid for 1896 to 1904 old car.—Warwick, Chiswell Row, Essex. (5238)

VINTAGE CARS

K NIGHTSBRIDGE MOTORS, Ltd. 1927 17hp Sunbeam tourer, one owner 25 years, in amazingly good condition, taxed December; £95. (C2063)

3. Roberts Mews, Lowndes Place, Belgrave Square, S.W.1. Sloane 4086. (C2063)

1925 Fiat 501 and Rover 9 tourers; £60 and £20 respectively.—White, Enderby, Oxon. (8478)

O.M. 1929 2-litre sports 4-str., rebuilt, one owner, immaculate car for enthusiast, many spares; £200.—Beale, 244, Southbourne Grove, Westcliff-on-Sea. (7978)

VOLKSWAGEN

C

COLBORNE GARAGE, Ltd., Ripley, Surrey. THE Volkswagen people, official main distributors: all spares and fully specialised service, coachbuilding and painting on premises; open for reception week-ends; new, used 'n'1 reconditioned cars available. Tel. Ripley 2361. (0373/R)

PERFORMANCE CARS, official Volkswagen agents; new and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. (C3041)

1954 (January) Volkswagen de luxe saloon, 3,015 miles, tax covers; £1,250. Enderby, Oxon. (8478)

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1954 (March) Volkswagen de luxe saloon, black, 140 miles only; £640.—Gibson's Sports Cars (Christchurch), Ltd., Lynhurst Rd., Christchurch, Hants. Tel. 1681. (8459)

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EUSTACE WATKINS, Ltd., 12, Berkeley Sq., W.1. (Mayfair 8551), and 12, Chelsea Manor St., S.W.3. (Fleming 8181). (C4046)

CAR MART, Ltd.

1952 Wolseley 6/80 saloon, heater; £635. 1951 Wolseley 6/80 saloon, heater; £585.—Car Mart, Ltd., 362, Streatham High Rd., S.W.16. Streatham 0054. (C1039)

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1953 Wolseley 680 saloon, green, 6,000 miles only, used only by director; £725. JOHN BRYANT & SONS, Ltd., New St., Birmingham. (8271)

1953 (September) 4/44, grey, 1,250 miles; £799.—Rover Distributors, Elliotts of Bideford, Tel. 744. (8406)

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MANCHESTER—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mc. 19 Rus 2874/5. [0825/R]

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IMMEDIATE delivery A70 saloons, A70 Countryman, A30 coupe, A40 pick-up, A40 Countryman and A40 van; exchanges and deferred terms.—Lanckester Engineering Co., Ltd., 39-43, Eden St., Kingston, Tel. Kin 3151-4. [0562/E]

SORRY! No cut in P.T.I.! But spring is just around the corner and you couldn't do better than secure delivery of your new Austin, A40 coupe and Countryman A70 de luxe and standard saloons; current market value for your present car suited to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

AUTO UNION

SOLE Concessionaires (United Kingdom) for the new Sonderklasse D.K.W. Three-Six 896 c.c. car, saloon, fixed head coupe, 2-seater and 4-seater cabriolet models.

A.F.N. Ltd., London Rd., Isleworth, Midd. ex. (Hounslow 0011). [0456/R]

BENTLEY

CAR MART, Ltd., OFFICIAL retailers, will be pleased to accept orders for future delivery of the Bentley with standard or special coachwork.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [N1039/R]

DAVID ROSENFELD, Ltd., OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2. PHONE: Blackfriars 4942.

SERVICE Station: Cheetham Hill Rd. MANCHESTER. 8 Tel. Blackfriars 2302. [0506/R]

GROSE, Ltd., Northampton. OFFICIAL Bentley retailers.

SHOWROOMS and Service. MAREPAIR, Northampton. Tel. 4540. [0509/R]

THE new Bentley Mark VI, with automatic drive, for early delivery.

YOUR present car in exchange.

LOXHAMS, Rolls-Royce and Bentley Showrooms, Fishergate, Preston. Tel. 4245. [N2064]

RIPPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R]

B.M.W.

SOLE concessionaires in Great Britain for the Type 501 B.M.W. 6-seater luxury touring saloon.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015]

BOND MINICAR

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY, Great Britain's largest Bond Minicar distributors. Immediate delivery all models; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044; open 9 to 5 six days a week. [0639/R]

BORGWARD

METCALFE & MUNDY, Ltd., sole concessionaires for Borgward Hansa diesel and sports cars; 9 different models; immediate delivery.—280, Old Brompton Rd., S.W.5. Fre. 5471/2186-7. [N3064]

BRISTOL

KEVILL DAVIES & MARCH, Ltd., OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros 2563. [N2054/R]

BRISTOL

FRIARY MOTORS, Ltd., Old Windsor, Windsor 2002. Agents for Berks. Latest 405 model available for demonstration. [0964/R]

NEW Bristol, all models, largest selection; distributors—evidently Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232/3 and 14/16, High St., Esher, Surrey. [N1065/R]

BRISTOL, in the Western Counties, new and used models, service and spares, advantageous delivery, new cars; sole distributors.—Charles Cruickshank Motors, The Centre, Bristol. Tel. 25993. [0351/R]

SCOTLAND and Northern England latest type 405 for immediate delivery contact the enthusiasts for full particulars.—James H. Galt, Ltd., The Distributor, 52, Woodlands Rd., Glasgow, C.5. Tel. Douglas 7599. [0752/R]

BUICK

BUICK Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0398/R]

CADILLAC

CADILLAC—Sole concessionaires Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0326/R]

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—15-14, Upper St. Martin's Lane (Ad. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588.—Distributors for London and Home Counties. [N1027/R]

CITROEN

A ACE SERVICE STATION (LONDON), Ltd., offer early delivery of all models.

NORTH Circular Rd., Stonebridge Park, N.W.10. Tel. Ekar 5585 (5 lines). [N1000]

C.M.I. CAR SALES.

OFFICIAL agents Citroen cars quick delivery; exchanges, hire purchase.—Swiss Cottage, Finchley Rd., N.W.3. Pri. 6523. [N1051]

ACRES AUTOS, Ltd., OFFICIAL retailers.

ALL models from stock; part exchanges and deferred terms.—136 and 138, Streatham Hill, London, S.W.2. Tel. Tube Hill 1309. [N1002A]

10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macculay 2211-2. [N1002A]

C. G. NORMAN & Co., SOLE distributors for the County of London; early delivery.—50 Vauxhall Bridge Rd., S.W.1. Vic 2211. [0297/R]

CITROEN Distributors, Friary Motors Ltd., Straight Rd., Old Windsor, Windsor 2002-3. [0892/R]

JOHN S. TRUSCOTT, Ltd., official retailers, delivery from stock, it pays to purchase from specialists.—175, Westbourne Grove, W.11. Bay. 4274. [N4055]

DAIMLER

DAIMLER Conquest saloons for immediate delivery.—Chain of Ealing, Per. 4404/5. [N1043]

DORKING MOTOR Co., Ltd., distributors.—Immediate delivery of Daimler Conquest.—Dorking 2256. [N1069]

DAIMLER Conquest saloon, grey, £1,511/5/10.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kingston 2241. [N4053]

FORD

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley N.12. Tel. Hillside 4444.

CONSULT W. Harold Perry, Ltd., of North Finchley, C before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr-Zodiac saloon.

W. HAROLD PERRY, Ltd., Ford main dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [N5043]

ROWLAND SMITH'S for Ford.

A RANGE of new cars and light vans on view.

IMMEDIATE or early delivery most models.

PART exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

DAGENHAM MOTORS, Ltd., Ford main dealers.

56 Park Lane, W.1. Hyde Park 4866-374, Ealing Rd., Apertown, Middx. Perivale 5388. And 6 & 8 and 12, Sangleys Rd., Catford, S.E.6. Hither Green 4621. [N1068]

MOTOURISTS (LONDON), Ltd., for Fords.—Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. [N3015]

MAYFAIR and West End agent; all new Ford models; drive and try for yourself a 1954 Zephyr before taking delivery from.—

RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2952-3-4. [N432]

FRED GUY for Ford sales and service, immediate delivery of Popular, terms, exchanges.—198, King St., W.6. Riverside 5131. [6292]

FORD Popular, finished in grey with red upholstery, only immediate delivery at Smith's Motors, Dovercourt, Essex. Tel. Harwich 700. [8711]

R. C. WIMBUSH, Ltd., Ford stockists; some models available; part exchanges and h.p. facilities.—512, Earls Court Rd., S.W.5. [N4054]

NEW CARS FOR SALE

FORD

NEW 10hp Fordson shooting brakes and travellers' cars, timber construction; immediate delivery.—Lawton-Goodman, 36, North Audley St., W.1. (N2022)

STEARN'S & Co. (CAR SALES), Ltd., sales and service, Zodiac, Zephyr, Consul and Popular from stock.—254, Brompton Rd., S. Kensington, Ken. 0081. (7651)

JOHN S. TRUSCOTT, Ltd., authorized Ford dealers; immediate delivery Popular, early delivery Consul and Zephyr.—179, Westbourne Grove, W.11. Bay. 4274. (N4035)

NEW Ford Popular saloon, immediate delivery; list price.—Trinity Cars Ltd., Ford Retail Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1186. (N4034)

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery of black Consul with red p.v.c. upholstery, also Popular, Dorchester grey. (N1001)

ERSKINE, Woking, for most Ford models, choice of colour, delivery from stock; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd., Tel. Woking 330. (N2051)

ARTHUR E. COULD, Ltd., main Ford dealers. Sales: Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5. Service: Minerva House, Chancery Lane, W.C.1. Museum 6073. (0656/8)

RAYMOND WAY, the hire purchase specialists, for your new Ford cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044; open 9 to 8 six days a week. (0779/R)

F. R. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines); 104, Foord Rd., Folkestone. Folkestone 51222 (2 lines). (0098/R)

FRAZER NASH

REQUESTS for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Millie Miglia and Fixed-Head Coupe models should be addressed to A.F.N. Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. (0478/R)

HILLMAN

BARNET area.—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0332. (0411)

1954 Hillman Minx saloon, claret; £666/19/2; immediate delivery from stock.—Butcher & Sons, Automobile Engineers, Ross-on-Wye, Tel. 140. (08523)

SMITH AUTO Co., Ltd., main dealers for Rootes Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon, Croydon 4600-4632. (0863/R)

HILLMAN Minx saloons, coupes, estate cars, early delivery; exchange and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead Tel. Maidenhead 3431-2. (N3011)

HUDSON

1954 model, immediate delivery of Hudson Hornet 6-cylinder saloons, price and specifications from—Hudson Motors, Ltd., Great West Rd., Chiswick, London, W.4. Chiswick 3621. (7594)

HUMBER

HENDON CENTRAL GARAGE, Ltd., offer:—

IMMEDIATE delivery new Humber Super Snipe saloon.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (N2034)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.,

100% Rootes Group Dealers.

NEW Humber Hawk saloon; immediate delivery at list price; equitable h.p. facilities and part exchanges.

MARLBOROUGH Works, Kenton, Tel. Wordsworth 7905 (5 lines). (N1008)

MOTORISTS (LONDON), Ltd., for Humber.—Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-5. (N3018)

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; immediate delivery.—Lewisham Bridge, S.E.13. Lee Green 8585. (0720/R)

SMITH AUTO Co., Ltd., Main Dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloons.—145, London Rd., Croydon, Croydon 4600-4632. (0867/R)

HUMBER Hawks and Super Snipes, immediate delivery; exchange and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (N3011)

JAGUAR

HENLYS, Ltd.

ENGLAND'S largest Jaguar distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)

DENLYS House, 385, Euston Rd., N.W.1. (Euston 2444.)

MANCHESTER: 1-5, Peter St. (Blackfriars 7843.) (0153/R)

ROWLAND SMITH'S for Jaguar.

A RANGE of new cars on view.

FAVOURABLE delivery Mark VII and XK models.

PART exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (C4018)

COOMES & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. (0244/R)

JAGUAR

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer for immediate delivery Mark VII Jaguar saloon, black; price £1,618. (N1001)

MARK VII saloon, good deliveries, cash, exchange or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. 207. (7121)

JAGUAR Mark VII saloon, choice of colours, delivery from stock; ask for part exchange quotation.—Steele Griffiths, London, S.E.5. Rodney 2201. (8395)

W. I. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; immediate delivery Mark VII; part exchanges.—74-76, Broadway, Bexleyheath, Tel. 1666. (0614/R)

IMMEDIATE delivery, 1 only, Jaguar Mark VII saloon, finished in lavender grey with green upholstery; terms and exchange.—Smith's Motors, Dovercourt, Essex. Tel. Harwich 700. (8307)

R. P. POWELL MOTORS, Ltd., East-London Area Dealers, Mark VII and all XK models available for immediate demonstration and inspection, 321, Romford Rd., Forest Gate, E.7. Maryland 4815. (0439)

JOWETT

JOWETT.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. (N3028/R)

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service.—Eastern Arm Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. (0504/R)

KAISER

KAISER sales, service, spares; sole concessionaires for Great Britain.—Steele Griffiths, Ltd. Cambridge Green, London, S.E.5. Rodney 2201 & 10309/R.

KAISER CORSAIR de luxe saloon, new, slightly showroom soiled, list price £1,700; £1,380; 9 months' guarantee.—Sole Concessionaires, Steele Griffiths, London, S.E.5. Rodney 2201. (8397)

LEA-FRANCIS

WEST Yorkshire distributors of Lea-Francis cars.—Marshalls (Hallifax), Ltd., King's Cross Rd., Hallifax, Tel. 5044. (0470/R)

MERCEDES-BENZ

WELWYN SERVICE DEPOT, Ltd.

HERTS, Bucks, Beds, Cambs, Hunts and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. (0611/R)

MERCEDES-BENZ distributors for Surrey and Sussex, all models available; write for full details.—Woking Motors (Maybury Hill), Ltd. Woking 1928. (04057)

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; drive these exciting demonstrators; part exchanges and terms.—Hyde Park Corner, 35, Grosvenor Crescent, W.1. Sloane 5215. (0662/R)

SWANMORE GARAGE, official distributors Hants, Dorset, Wilts, Somerset, Devon and Cornwall. Early deliveries all models.—1178-1180, Christchurch Rd., Boscombe East, Bournemouth, Tel. Southbourne 43344. 43345. (N4024)

A NEW motoring experience, contact the Scottish distributors for full particulars, latest models in stock.—Ingis Automobiles, Ltd., 68-78, Pitt St., Edinburgh. Tel. 26287. Main agents in the West of Scotland, Jas. H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.5. Tel. Douglas 7689. (0662/R)

JOHN S. TRUSCOTT, Ltd., official retailers of Mercedes-Benz, the oldest car manufacturers in the world, offer a range of models which incorporate the highest attainable standards of technical design, quality, finish and low life; let us prove this to you. Full details on request, demonstrations of all models including type 170-SD (diesel), immediate or very early delivery, exchanges, deferred terms.—John S. Truscott, Ltd., 179, Westbourne Grove, W.11. May. 4274. (N4035)

M.G.

ROWLAND SMITH'S for M.G.

NEW TP sports 2-seater on view.

ALL models supplied. Part exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (C4018)

T.F. M.G., ivory with green upholstery, 1 only, for immediate delivery at Smith's Motors, Dovercourt, Essex. Tel. Harwich 700. (8309)

J. DAVY, Ltd. (official stockists).—Enquiries invited for the M.G. T.P.; deliveries in rotation.—180-4, Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.3 (Ken. 1108). (N1069)

S. G. SMITH (MOTORS), Ltd.—Order your new M.G. model T.P. sports tourer now; all orders delivered in strict rotation; your old car or motor cycle taken in part exchange.—New Cross 0460. 285, Rye Lane, Peckham, S.E.15. (0529/R)

MORGAN

BASIL ROY, Ltd. Morgan distributors, full range on view.—161, Gt. Portland St., W.1. Langham 7733. (0510/R)

MORGAN Plus-4 distributors.—1954 2-seater in stock; send s.d. for full specification.—Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-5. (N3018)

LATEST Plus 4 drop head coupe in red immediate delivery of the famous rally winner, cash, exchange or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. Morecambe 207. (4322)

RAYMOND WAY, the hire purchase specialists, for your new Morgan Plus 4, most models in stock; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044; open 9 to 8 six days a week. (0770/R)

MORRIS

EPSON.

WOODCOTE MOTOR Co., Ltd.

MORRIS distributors.

FOR immediate delivery Oxford, Morris Six and traveller's car.

WOODCOTE MOTOR Co. Epsom 1254. (0007/R)

ROUNDABOUT offer:—

NEW Morris Oxford saloon, colour black with red upholstery, immediate delivery.

ROUNDABOUT Garage, Western Ave., Greenford, Middlesex, Wuxlow 1071-5. (N3058)

ROWLAND SMITH'S for Morris.

IMMEDIATE delivery new Morris Oxford saloon.

ALL models supplied. Part exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (C4018)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

MORRIS Oxford for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 438, Hertford Rd., Enfield, Howard 1631. (N4009)

F. L. CRANMORE, Ltd., Potters Bar.—Morris Oxford utility de luxe, Morris Oxford saloons.—Tel. 2940 Potters Bar. (N1052)

IMMEDIATE delivery new Morris Oxford saloon, birch grey.—Croydon Automobile Co., Ltd., Thornton Heath 3276. (5202)

MEES & MERES Ltd. (Est. 1895), offer delivery of most models.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (N3012)

MORRIS Minor traveller's car; £599/13/2.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kingston 2241. (N4053)

MORRIS Oxford saloon, grey; £753/7/6.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kingston 2241. (N4053)

GEE CARS, Ltd., for your new Morris; immediate delivery Oxford de luxe, grey and red; exchange or terms.—60-62, Queenstown Rd., S.W.8. Mac. 3563. (0996/R)

SMITH & HUNTER, Morris contracting agents; immediate and near delivery; exchanges, deferred terms.—376, Kensington High St., W.14. Western 2312. (N4019)

J. DAVY, Ltd. (official stockists).—Oxford saloon available; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.3 (Ken. 1108). (N1069)

MORRIS Oxford for immediate delivery, Clarendon grey with dark red interior; list price.—Cole's Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. (N1054)

LANKESTER ENGINEERING Co., Ltd.—Immediate delivery Morris Six and Cowley van; also Morris Oxford saloons, choice of colour.—39-43, Eden St., Kingston-on-Thames, Tel. Kin. 3151-4. (0264/R)

SORRY! No cut in P.T.!! But spring is just around the corner and you couldn't do better than secure immediate delivery of your new Morris Oxford saloon, black or colour; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (N2008)

NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd., 0819.—Nash St., Albany St., W.W.1. Euston 5558-9. (0565/R)

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Liphed, Surrey, Tel. Lingfield 330-1. (0882/R)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts: 7, Peckridge Villas (nr. Westbourne Grove), W.11. (Bayswater 8226-7.) (0257/R)

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19, Rus. 2874-5. (0189/R)

PACKARD

SOLE Concessionaires, Leonard Williams & Co. S. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex Ealing 3400. (0730/R)

PARAMOUNT

PARAMOUNTS—the new 10hp 4-seater sports roadster, a few now available from stock; write for illustrated brochure and arrange for a demonstration; list price £625 plus P.T. £261/10, full details from sole distributors.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (N1053)

PEUGEOT

LANCASHIRE.—Distributors for Peugeot cars, early delivery, sales and service.

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874-5. (0189/R)

LONDON.—Peugeot sales and service.—Witcher & Son, 39, Cadogan Lane, S.W.1. Sloane 4128. (6456)

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19 Brick St., Piccadilly, W.1. Grosvenor 3673-4. (0998/R)

PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7732-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. (0950/R)

NEW CARS FOR SALE

PORSCHE
SOLE concessionaires for Great Britain, official service and spares.—A. F. N. Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015]

RELIANT
RAYMOND WAY for your Reliant Regal 3-wheeler, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044. [0778/R]

RENAULT
LONDON.—Renault sales and service.—Witcher & Son, 59 Cadogan Lane, S.W.1. Sloane 4126. [0497]
FRED GUY for Renault sales and service, immediate delivery 750 model; terms, exchanges.—198, King St., W.6. Riverside 3131. [8296]

METROPOLIS GARAGES, Ltd., the Renault distributors for sale, service and spare parts for all models.—1-51 MacLise Rd. (Olympia), W.14. She. 3585-67. [0486]

RAYMOND WAY for your Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044. [0777/R]

AUTO SALES (LONDON), Ltd., are North London distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mai 5555. [0110/R]

RILEY
NEW Rileys from stock.

RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2952-3-4. [N3052]

1½-litre delivery ex stock, one only.—Montrose Motors, Wembley 2636. [0785/R]

F. L. CRANMORE, Ltd., Potters Bar.—1½-litre, black, immediate. Tel. 2040 Potters Bar. [N1062]

SMITH MOTORS, Ltd., of Dulwich, for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. [0630/R]

MOTORISTS (LONDON), Ltd., for Rileys.—Q.T. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018]

NEW 1½-litre Riles, black and maroon, immediate delivery.—H. M. Bentley & Partners, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1016]

J. DAVY, Ltd., (official stockists).—Enquiries invited for 1½-litre saloon; used 1½-litre saloon urgently required.—180-4, Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.3 (Ken. 1106). [N1069]

CLARKE & SIMPSON, Ltd., Riley sales and service, offer immediate delivery of the new 1½-litre in a choice of standard colours; in addition, the following special colours are available from stock:—

AUTUMN red, silver grey, ivory or sunbronze, all with red leather; woodland green or mist green with beige leather; quick delivery of any other special colour scheme.

49, Sloane Square, London, S.W.1. Tel. Sio. 4727. [N1046]

JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery latest 1½-litre, orders accepted for earliest delivery 2½-litre Pathfinder.—175, Westbourne Grove, W.11. Bay. 4274. [N4055]

ROLLS-ROYCE
CAR MART, Ltd.

NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 5434. [N1039/R]

DAVID ROSENFELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 1-5, Peter St., Manchester. 2.

PHONE: Blackfriars 4942

SERVICE station: Cheetham Hill Rd.,

MANCHESTER. 8. Tel. Blackfriars 2302. [0561/R]

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0530/R]

ROLLS-ROYCE Silver Dawn, one only, for early delivery; send for list.

YOUR present car in exchange.

LOXHAMS, Rolls-Royce and Bentley Showrooms, Fishergate, Preston. Tel. 4245. [N2064]

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R]

ROVER

HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House 385, Euston Rd., N.W.1. (Euston 4444.)

ROVER

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3029/R]

ROVER
COOMBS & SONS (GUILDFOURD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey. St. Catherine's Garage, Guildford 62907-8. [0245/R]

H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1016]

CROYDON Main Agents Leathwood's Garages, Ltd., 20, St. James's Rd., Croydon. Tho. 1222. [0065/R]

KJ MOTORS, Ltd., Bromley, main agents.—60 saloons for immediate delivery.—Rav. 3456-7-8-9. [0697]

DORKING MOTOR Co., Ltd., Main Agents.—Immediate delivery of Rover 60 and 75; early delivery of 90.—Dorking 2256. [N1089]

WORKING and district—Rover sales and service at L. F. Dove, Ltd., Guildford Rd., Woking. Tel. Woking 1282. [N1078]

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. 4444. [1660]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-76, Broadway, Bexleyheath. Tel. 1666. [0912/R]

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R]

ROSENFELD for Rover distributors for Lancashire and Cheshire.—D. Rosenfeld, Ltd., 1-5, Peter St., Manchester. 2. Tel. Blackfriars 4942. [0866/R]

H. A. FOX & Co., Ltd., appointed official retailers for Rover cars will be pleased to receive enquiries and orders for all models.—3-5 Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. [0140]

LAND-ROVER

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0452/R]

SIMCA

LONDON, W.1.

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [N3040]

DISTRIBUTORS

CENTRAL and West Surrey.

CLARKE'S of Pirbright, Pirbright, Surrey. Brookwood 2201-2. Demonstration car always available. [N1049]

FIAT (ENGLAND), Ltd.

WATER Rd., Wembley. Tel. Perivale 5651.

SOLE Concessionaires

Great Britain and Northern Ireland for Simca spares and service Distributors and Dealers throughout the country. [0665/R]

DAVIES MOTORS, Ltd.—Distributors for parts of Middlesex and Surrey; immediate delivery; full service and spares facilities.

273, London Rd., Staines. Tel. 4211 (5 lines). [N1080]

H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca, demonstration car available, early delivery.—9, Albemarle St., W.1. Grosvenor 5551. [N1018]

YOU will bless the day when you accepted our invitation to call, see and try the 1954 Simca Aronde—a real day to remember; what a joy—what a thrill! Your present car accepted in part payment at current market value and credit facilities confidentially arranged.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

SINGER

THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payments.

AUTOMENDERS, Ltd., Lowther Garage, London, S.W.13. Riverside 6496. [0757/R]

SINGER 1500 saloon, finished in bronze green with tan upholstery, 1 only, immediate delivery at Smith's Motors, Dovercourt, Essex. Tel. Harwich 700. [8310]

NEW Singer S.M. 14hp saloon, two-tone colour, fitted heater, immediate delivery from stock; £895/12/6, including tax; exchange and hire purchase.—B. & H. Motors, 1444-8, High Rd., Whetstone (Finchley, N.20). Tel. Hilsdale 6771. [C1020]

STANDARD

ROWLAND SMITH'S for Standard.

RANGE of new cars on view.

IMMEDIATE or early delivery most models.

PART exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [04018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot, day and night garage.

BERKELEY Square, London, W.1. Gro. 4545. [0640/R]

JOHN S. TRUSCOTT, Ltd., official retailers; early delivery of Vanguard and 8hp models.—175, Westbourne Grove, W.11. Bay. 4274. [N4055]

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Croy. 6086. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexleyheath and Farnham. [0552/R]

STANDARD

STANDARD car specialists in sales and service, deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers, part exchanges.—74-76, Broadway, Bexleyheath. Tel. 1666. [0912/R]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 461-2-3, offer for immediate delivery Standard Vanguard Phase II saloon; price £787. [N1001]

ERSKINE, Woking, for all Standard models, choice of colour, delivery from stock; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd., Tel. Woking 330. [N2051]

MEBES & MEBES, Ltd. (Est. 1893), offer delivery of 1½-litre Standard Vanguard Phase II, black also 8hp model; blue, from stock.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [N3012]

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Estate and Phase II Vanguard saloons, choice of colour; demo available.—Lankaster Engineering Co., Ltd., 39-43 Eden St., Kingston, Tel. Kin. 5151-4. [0408/R]

SORRY! No cut in P.T.!! But spring is just around the corner and you couldn't do better than secure delivery of your new Vanguard or Standard Eight 4-door saloon; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gt. 4141. [0091/R]

SUNBEAM-TALBOT

HENDON CENTRAL GARAGE, Ltd., offer:—

IMMEDIATE delivery new Sunbeam-Talbot Alpine, finished in Alpine mist.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8984-5. [C2934]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

100% Rootes Group Dealers

NEW Sunbeam Alpine, Coronation red, immediate delivery; price £1,265; equitable h.p. facilities and part exchanges.

MARSHBROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [N1009]

SUNBEAM-TALBOT—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 4660-4632. [0869/R]

SUNBEAM-TALBOT saloons and coupes, immediate delivery; also Alpine sports, exchange and terms cars prepared for clients returning to England.—R. & Mend (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [N3011]

TRIUMPH

ROWLAND SMITH'S for Triumph.

AL models supplied. Part exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot, day and night garage.

BERKELEY Sq., London, W.1. Gro. 4543. [0656/R]

KJ MOTORS, Ltd., offer Renown and Vanguard models for immediate delivery.—Bromley, Rav. 3456-7-8-9. [0285]

L. F. DOVE, Ltd., offer immediate delivery of all new Triumph models.—69, Broadway, Wimbledon, S.W.19. Tel. Liberty 3456. [N1077]

LANKASTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery.—Renown saloons, choice of colour.—39-43 Eden St., Kingston, Tel. Kin. 5151-4. [0893/R]

YOU couldn't do better than secure immediate delivery of your new Triumph Renown saloon; £1099/0/10; a distinctive car suitable for every occasion; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

VAUXHALL

VAUXHALL cars—Shaw & Kilburn, Ltd., Showroom, 6, Berkeley Sq., W.1. Grosvenor 4328. [0019/R]

PARTS and service: Western Ave., W.3. Acorn 4611. [0019/R]

KJ MOTORS, Ltd., main dealers for Bromley, Orpington and district.—Bromley, Kent. Rav. 3456. [0221/R]

SOUTH West Herts.—Consult oldest dealers for early deliveries and exchanges.—A. Christmas & Co., Ltd., Watford. Tel. 7750. [5686]

VAUXHALL—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078]

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the original specialists and main distributors: full service facilities.—Tel. Ripley 2361. [0017/R]

IMMEDIATE delivery, de luxe Volkswagen, choice of colours, terms, exchanges.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. [571]

NEW CARS FOR SALE

VOLKSWAGEN

DAVIES MOTORS, Ltd.—Distributors for parts of Midlands and Surrey; immediate delivery; full service and spare facilities. 273 London Rd., Staines. Tel. 4211 (5 lines). [N1080]

IMMEDIATE delivery, one only Volkswagen de luxe saloon, finished in blue with blue upholstery; terms and exchange.—Smith's Motors, Dovercourt, Essex. Tel. Harwich 700. [R3808]

YORKSHIRE county distributors can offer early deliveries all models; full spares and service facilities available.—Moorstown Garage, Ltd. 398, Harrogate Rd., Leeds, 7. Tel. 685131 (2 lines). [O723/R]

PRIDE & CLARKE, Ltd.—South London distributors.—Immediate delivery all models, choice of colour; demonstrations; exchanges; terms "by return" spare service.—158, Stockwell Rd., S.W.9. Brix. 6251. [O802/R]

WOLSELEY

EW **ESTACE WATKINS, Ltd.**—sole London distributors; early delivery 6/80 and 4/44 models; part exchange and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951). [N4046]

THE WOODCOTE MOTOR Co., Ltd., Epsom.

WOLSELEY distributors for East Surrey; earliest deliveries 6/80 and 4/44.—Epsom 123. [O008/R]

D **J. SHEPHERD & Co. (ENFIELD), Ltd.** offer:—WOLSELEY 6/80 and 4/44 saloons for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd. 435, Hertford Rd., Enfield. Howard 1631. [N4009]

WOLSELEY

ROWLAND SMITH'S for Wolseley.

A **RANGE** of new cars on view.

F **FAVOURABLE** delivery 6/80 and 4/44 models.

P **PART** exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampton (Tube), N.W.3. Hampton 6041. [C4018]

F **L. CRANMORE, Ltd.**, Potters Bar.—Wolseley 4-44, green.—Tel. 2040 Potters Bar. [N1063]

MEBES & MEBES, Ltd. (Est. 1895), offer delivery 6/80 from stock.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N3013]

R **C. WIMBUSH, Ltd.**, Wolseley stockists; 6/80 and 4/44 models available; part exchanges; h.p. facilities.—312, Earsl Court Rd., S.W.5. Frenantle 5401. [N4056]

J. DAVY, Ltd. (official stockists).—Enquiries invited for 4/44 and 6/80 saloons; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.3 (Ken. 1108). [N1069]

C. W. J. COLES (CROYDON), Ltd. official Wolseley agents, offer early delivery of 6/80 and 4/44 models; part exchange and hire purchase.—18, Blunt Rd., Croydon. Croydon 0074-5. [T7677]

SORRY! No cut in P.T.I. But spring is just around the corner and you couldn't do better than secure delivery of your new Wolseley 6/80 saloon, for early delivery a Wolseley 4/44 saloon; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [N2008]

MISCELLANEOUS CARS

GATEHOUSE MOTORS

ARE stockists for Austin, Ford and Singer cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [N2021]

SHAW MOTORS, Ltd., of Tooting, offer:—

IMMEDIATE delivery of the following new cars:—Humber Hawk saloon; Standard Vanguard Phase II saloon; Standard 850 saloon; Austin A40 Somerset Ford Popular; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 688-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [N4008]

ROWLAND SMITH'S for new cars. All makes supplied. Stockists for Austin, Ford, Jaguar, M.G., Morris Standard, Triumph and Wolseley.

P **PART** exchanges any distance. Confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampton (Tube), N.W.3. Hampton 6041. [C4018]

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors. Routes: Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [O121/R]

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—Marston Motor Co., Ltd., Eps. 8000. [O713/R]

COMMERCIAL VEHICLES

IMMEDIATE delivery new Ford (Thames) Scvt and 10cvt vans, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampton (Tube), N.W.3. Hampton 6041. [N4018]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

A

SYNCHRO

VAUXHALL self-drive 1950-51 Wyvern 1952-54, Velox, heater, costs 26 (£16.00 U.S.) per week, winter 24 (£11.00 U.S.) per week small mileage charge; alternative rates; radio, A.A., R.A.C., Continental touring; overseas visitors welcomed.—Synchro Garage, Ltd., 1, Peterham Road, S.W.7. Western 4108. [O636/R]

MANCHESTER—Drive yourself 1953-54 saloons; overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England.

SUREFLEET, lowest rates in the trade.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. [O646/R]

SLOUGH CAR HIRE—A40 saloons, drive yourself.—Rea, 38, Mackenzie St., Tel. Slough 20501. [O132/R]

IVOR HILL, Ltd.—1953 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wim. 5686. [O373/R]

IRELAND Self Drive—Ryans, 35, Upper O'Connell St., Dublin, 7. Crofton Ave., Dun Laoghaire. [O877/R]

SMITH & HUNTER for self drive, inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. [O458/R]

ALWAYS phone Mac. 3363 for new Ford Consul, also Zephyrs and Prefects; limited mileage; special facilities for overseas visitors.

THE CARB, Ltd., 60/62, Queenstown Rd., London, S.W.8. [O091/R]

A **USTIN** A40s, 70s, 90s, saloons or convertibles, drive yourself, low winter rates.—Truman's Garage, Queensway, W.2. Day. 6415. [O686/R]

A **USTIN** and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Coddington Mews, W.11. Far. 9665-5. [O486/R]

L **ONDON'S** lowest rates. The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2). Dolphin Square, S.W.1. [O042/R]

IRISH touring, hire it and drive it, the Morris Oxford and Minor—Shelbourne Motor Co., Ltd., 20, Kildare St., Dublin. [O680]

HAROLD R. HILL'S GARAGE—Garage accommodation service, high-class car hire.—8-6, Enigma Mews, S.W.7. Kensington 4020. [O551/R]

WIMBLEDON CAR HIRE—Self-drive specialists.—1951-53 Austin A30s, A40s and A70s from £1 a day.—Mansel Rd., S.W.19. Wim. 3834. [O811/R]

MOORE PARK GARAGE—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432). [O679/R]

SELF-DRIVE post-war Morris, Austin A40, Morris Minor.—Rons (Car Hire), Ltd., 3, Choumou Rd., Peckham, S.E.15. New Cross 2103. [T7576]

1953 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bay. 8229 (Garage). [2936]

1953 Zephyrs, 15ms a week, 600 miles; also new Consul, Oxford, Somersets; request tariff.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1, Paddington 2646/6801. [O316/R]

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin dependability, chauffeur driven, 1951-52 A40s and A70s to drive yourself; competitive rates.—12 Bourdon St., Berkeley Sq., W.1. Mayfair 8889. [O084/R]

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage; cars delivered.—Bri. 5532 and 6637. 290, Millwood Rd., Hare Hill, S.E.24. [O683/R]

SELF-DRIVE—Coming on leave, visiting Britain? Our keenest rates for vacation period hire, slim your motorings budget; modern fleet; alternative types available.—Home & Overseas Motors 160, Finchley Rd. N.W.3. Hampstead 0087-8-9. [O031/R]

CARS FOR HIRE

WM

WELBECK MOTORS, Ltd., offer the country's lowest rate for brand new (1953) 8hp self-drive hire cars; no mileage charge, no mileage limit; you just pay a flat rental and that is all—however far you go. One day, £1/15; 24 hours, £2/10; one week, £12/10; 2 weeks, £20; no other charges whatsoever.—Welbeck Motors, Ltd., 107, Crawford Rd., London, W.2. Baker St. Station. Welbeck 3991 (6 lines). Office hours: 8 a.m. to 8 p.m. [O631/R]

SUBSE MOTORS—Self-drive or chauffeur-driven; 1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5305 and Amb. 5025. [O589/R]

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors; chauffeur-driven saloons available, airports, stations, etc.—G.P. (Batham), Ltd., 26, Batham Hill, S.W.12 (100 pds Clapham South Tube). Bath. 1107-8-9. [M2024/R]

DRIVE YOURSELF HIRE Co. (LONDON), Ltd.—1954 cars; reduced winter rates from 5 days for £3; summer holiday tariff on request.—306, Seven Sisters Rd., Finsbury Park, N.4. Sta. 5493; 20, Grosvenor Place, Victoria, S.W.1. Slo. 9644; 336, Kings Rd., Chelsea, S.W.3. [O507/R]

OVERSEAS visitors, a fleet of 1952-3 Austin Drive-hire saloons for hire to drive yourself; send for illustrated brochure to Drive-hire Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drive-hire stations throughout Britain. Also available for home market. [O211/R]

WILSONS CAR HIRE SERVICE—New cars in perfect condition; self-drive from £1 per day, 30 miles or £5 a week, 210 miles, including petrol, oil, insurance, excess 40 per hr.; overseas visitors can hire or buy with guaranteed repurchase price.—34, Acre Lane, S.W.3. Brixton 4011; 1, Dorking Rd., Epsom 3901. [O602/R]

DRIVE YOURSELF HIRE—1953/4 saloons, choice of cars at attractive rates with unlimited mileage for short or long periods. Overseas visitors, both old and new clients specially welcomed. We have been pioneers of self-drive hire for over 20 years.—Write, phone or call. H. P. Edwards & Co., Ltd. (Established 1918).

154, Great Titchfield St., London, W.1. Tel. Langham 0012 and Museum 6566. [C2003]

D **O** a "good deal" better with Carr Bros. on self-drive or chauffeur hire, best cars, best terms, with choice of tariffs from nearest of 5 branches.—Ger. 6678-9; Renova 6393; Uplands 4811; Hounslow 4606; Wallington 1006. Call/write Soho Garage, 21, Soho Sq., London, W.1, for particulars. Branch opposite London Airport. Head Office—Purley (Cable: "Carrbros", Croydon, Eng.). [M1041]

LUXURY travel at low cost, Britain and Europe; 350 new 1954 self-drive cars and estate cars from 15/- a day for 35 free miles; excess at 3d a mile; or unlimited mileage tariff; special quote for long periods; cars supplied on repurchase scheme; radios, heaters, air-conditioners, roof racks; recommended A.A. and R.A.C.—J. Davy, 215 Brompton Rd., S.W.3. Ken. 1108, and Logan Place, Kensington, Fre. 6000. [O401/R]

HIRE a car as private as your own from Victor Britain the Car Hire Specialist; pay less and always get a new car; self-drive Morris Oxford, Ford Consul or Vauxhall Velox 6-cylinder, from £1 a day or £6 a week and as easy 6d a mile; all petrol and oil free.—Write, telephone or call, Victor Britain, Ltd., 12a, Berkeley St., London, W.1. (Tel. Grosvenor 4891); or 11, St. Edmund Place, Marble Arch, W.1. (Tel. Ambassador 2814). [O772/R]

CARS WANTED FOR HIRE—Wanted, July 25th-August 7th, 5-seater open car, age unimportant, driver willing to exchange own 1954 Morris Minor with cash adjustment.—Arnold, Rowans, Gerrards Cross. [O3030]

DAY AND NIGHT SERVICE—A.O. (Always Open), N.S. (Not Sunday). A. SHEPARD, Midx.—Herbert & Mills, Ltd., Church Rd. R.A.C. & A.C. reprs. Tel. 2675, 2960. A.O. [2222/R]

DAY AND NIGHT SERVICE

BRADFORD, Yorks.—Eric S. Myers, Ltd., No worry Depots, Drill Parade, Belle Vue, Bradford 25005. [O770]

MANCHESTER, 3, City Centre.—Williams Motor Co. Ltd., 1-15, Trafford St. Always open for garage, petrol and complete breakdown and accident service. [O769]

PIREBRIGHT (near Guildford/Woking), Surrey.—Clarke's of Pirebright, Brookwood 2301-2. A.O. [2221/R]

EXCHANGE

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the exchange specialists.

YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car. If the value of your vehicle is more than the deposit you require we will gladly refund your cash for the difference.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line (150 yards)). [O631/R]

ROWLAND SMITH will quote for your car in part exchange; highest allowances for motor cycles and 3-wheelers; particulars and list on request.

ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantors not essential, cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampton (Hamptstead Tube). [M4018/R]

ROVER, late 1948 4-light sports back saloon, red leather upholstery, one owner, mileage 15,000, offered in exchange new Jaguar saloon with radio and cash adjustment.—Box 4092. [8335]

RON MCKENZIE invites you to his Motor Cycle and Car Exchange Centre at 961, Chester Rd., Stratford, 2 miles South Manchester, open to 8 p.m. and week-ends; terms if required. [O025]

EXCHANGE your car for a new or used motor cycle or combination; we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms over 12 months.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [O036/R]

CAR RADIO

RADIOMOBILE accredited dealers, qualified mechanics are always available for car radio repairs.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [O222/R]

MOTOROLA, world's finest motor radio; sole licensees and registered users.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [O619/R]

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montagu St. London, W.1. Ambassador 1937. [O162/R]

UNIVERSITY ELECTRICS, Ltd., 7, Hertford St., W.1. Gro. 4141. Specialists in car radio, H.M.V.-Radio, mobile, Ekco etc. expert installation and service for trade and retail. [O668/R]

SPKINS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, Tel. Popsopore 1035-6-7.—Accredited Radiomobile station; expert installation and service; trade and retail all makes available. [O116/R]

Car Radio Wanted

WANTED, car radios, top price paid, working or faulty; send your radio, state price, settlement by return if accepted.—Field's Radio, 85, Snow Hill, Birmingham. [8056]

COACHBUILDERS AND BODIES

RONALD KENT (COACHBUILDERS), Ltd., Coal Wharf Rd., Shepherds Bush, W.12. She. 2231. [O273]

GROUT & Co. (COACHBUILDERS), Ltd., 2, Iliev Rd., Hammersmith, W.148.—All types of coachwork. [O509/R]

MISCELLANEOUS ADVERTISEMENTS

COACHBUILDERS AND BODIES

TICKFORD Ltd., Coachbuilders, 5, Upper St. Martin's Lane, W.C.2. Temple Bar 3355. Repairs executed of every description. (C0409)

JACK BARCLAY (SERVICE) Ltd., can undertake all classes of coach repair work at Danvers St., Chelsea, London, S.W.3. Pinner 2223. (M1062/R)

ALPE & SAUNDERS (COACHBUILDERS) Ltd., Cellulose, trimming, complete bodies built.—Station Approach, Kew Gardens, Richmond TW9 1JL. (0891)

PILCHERS, 314, Kingston Rd., S.W.20, Liberty 2350: body repair and painting, all processes, private and commercial; trade enquiries invited. (0125/R)

GLASSFIBRE sports 2-3-seater body shells for Ford 8/10 speed: modern appearance; £72; other bodies, hardtops.—10, Winchester Mews, N.W.3. Primrose 6159. (0378)

LAWTON-GOODMAN, Ltd., New shooting brake bodies conversions, repairs and renovations; reasonable prices.—135, Cricklewood Broadway, N.W.2. Gladstone 2226. (M0202/R)

W. M. PARK (COACHBUILDERS) Ltd., Body building and all repairs, recollaring, trimming and conversions; special facilities for overseas visitors; Fibreglass constructions and repairs undertaken.—Mortlake Rd., Kew Ric. 5025-6. (0548/R)

COACHBUILDERS AND BODIES

50 in. velour head lining, 7/6 yd., Vynide leather-cloth 7/6 yd.; 30 in. rubber-backed pile carpet, 32/6 yd.; 54 in. double felt, 7/6 yd.; bucket seats complete 45/-; shell only 25/-; new easyfit rubber window channel 1/-; for 30-page price list with practical hints and tips for all body repairs; over 200 mouldings, headings, channels, windows, Perspex, trimmings, fittings, paints, etc., send P.O. 2/- and stamp.—Wings, 195, High St., West Wickham, Kent. (M4051)

FOR every requirement, body fittings and trimmings, bucket seats, large selection including: Light steel frames 25/-; upholstered Vynide, spring cushions 44/-; tubular framed from 24/15; light alloy frames, 14 in 65/-, 16 in 65/-, trimmed Connolly hide, Dunlopillo 48/15; back lights (rear windows) from 26/6; cycle type wings; steel and light alloy window channelling, aluminium sheeting, mouldings and sections, body fittings; stamp list.—Derrington, 159-161, London Rd., Kingston 5621-2. (M1071)

CONTACT LENSES

MODERN CONTACT LENS CENTRE, 7(F), Endsleigh Court, W.C.1.—Deferred terms; booklet 1/- (0894/R)

FINANCIAL PARTNERSHIP, ETC.

PARTNERSHIP, half share for sale in the Aberystwyth Holiday Camp; £5,000; principals only. Particulars from Mr. W. S. Gibbins, Aberystwyth Holiday Camp, Aberystwyth, Wales. (0551)

LAMPS, ETC.

YELLOW head lamp bulbs for Continental driving available for most makes.—Beverley Motors, Altrix Ave., New Malden, Malden 4403. (1529)

PACKING AND SHIPPING

R. & J. PARK, Ltd., 143/5, Finchchurch St., E.C.3, Tottenham House 3083. Packing Works: Dominion Works, Chiswick, W.4. Chiswick 7761. Special shippers to the motor trade. (0630/R)

THE MOTOR PACKING CO. Ltd., London Colney, Hert. (Tel. 5146), specialists with 40 years' experience in packing and shipping, can reduce your landed costs by their C.K.D. methods, collection and delivery f.o.b. or c.i.f. Branches Coventry and Liverpool. (0506/R)

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J. E. S. LOCKWOOD, patent agent, White House, 111, New St., Birmingham Handbooks free. (5934)

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AUTOMOBILE Engineering.—Whole-time technical and practical training leading to executive posts in the sphere of design, development, experimental work, operation, maintenance, repairs, sales. Extended courses to prepare for A.M.I.Mech.E., A.M.I.M.I. and City and Guilds examination. Courses in agricultural and aeronautical engineering also available.—Prospectus from College Secretary, The College of Aeronautical and Automobile Engineering, Sydney St., Chelsea, London, S.W.3. Flaxman 0021. (0536/R)

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WEST LONDON REPAIR CO. Ltd., Wim. 6316-7.

FRONT and rear axles, suspension units, shafts, etc., straightened heat treated, crack detected.—56a, High St., Wimbledon. (0586/R)

ELPHANT MOTORS, Ltd., Axleshafts, London's largest stockists for all makes. Can we help you? CROWN wheels and pinions; large stock for most makes, new and second-hand.—97-103, Newington Causeway, London, S.E.1. Tel. Hop. 3262. (0609/R)

ALL types crown wheels and pinions, and axleshafts, available, new or second-hand; parts despatched c.o.d.; satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockford Lane Garage, Chesterfield, Tel. 4615. (5629)

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STORAGE batteries.—Finest possible specifications, dry, uncharged, 12v 75ah, heavy duty 19 plates, separate cells, in hardwood cases: £7/17/6, delivery 9/6. 12v 22ah, almost similar specification, surprisingly powerful: £3/12/6, delivery 1/8. 6v 150ah extra heavy duty, 25 plates, separate cells in hardwood crates, £5/17/6, delivery 8/6. 90ah, 15 plates, hard rubber cells, also suitable for cars, tractors, lorries, etc.: £3/7/6, delivery 7/8.—Below.

CHARGERS.—10amp 12/24 or 24-volt heavy duty selenium, metal rectifiers, input 220/250V A.C. fullest adjustment on both sides; £12/7/6, delivery 10/-.

TEDDINGTON ENGINEERING Co. Ltd., Dept. "M," High St., Teddington. (0368/R)

50/-—Brand new 6-volt batteries: 12-volt, 95/-; guaranteed.—Westbury Garage, Westbury Ave., Wood Green, N.22. Boves Park 3500. (0859/R)

47/6 1/-—Batteries bring down again! 6-volt 9 plate Withams, 18, Balham Hill, S.W.12. Battersea 3290/3769. (0628/R)

BATTERY plates, machine posted, highest quality, stout and standard.—Send your enquiries to Oakley (Wolverhampton) Ltd., Horsley Fields Battery Works, Wolverhampton. (14665)

BATTERIES!!! Super quality, brand new, guaranteed, 6-volt 60-amp, 12-volt 60-amp, 110/-; carriage extra; complete stocks, lists free.—Young's 32, Tooting Bec Rd., London, S.W.17. Balham 7791. (0923/R)

BATTERIES.—Part exchange your old battery for new or rebuild in charge ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired; R.A.C. appointed; hours 8.30-5.30, Saturday 1 p.m. Trade enquiries invited. 32a, Meridale St., 2, Meridale St., Shepherd's Bush, W.12. She. 4224; also behind 96, Upper Wickham Lane, Wellesley, Kent. Tel. Woolwich 4396. Early closing Wednesday. (1981)

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BRAKE cables.

BRITAIN'S most comprehensive service; any make supplied from stock, genuine Bowden materials.

THOS. RICHFIELD & SONS, Ltd., 8, Broadstone Place, London, W.1. Wel. 0402 (3 lines, Ext. 1932).

BRAKE cables, reconditioned as new; trade enquiries invited; send damaged and worn cables for quotations.—A. J. Browning, Dart St. Works, Dart St., London, W.10. Ladbroke 8541. (0014/R)

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CAMSHAFTS, worn, or damaged cams built up and reground to original profile and life.—Moore & Ellis (London), 1946, Ltd., 87, Scoreby St., London, S.E.1. WAT. 7261. (0662/R)

CARBURETTORS, ECONOMISERS

G. L. ZENITH carburettors.

STROMBERG and S.U. carburettors.

GOWER & LEE, Ltd., supply new and replacement units; parts and service at Central London Depot.—Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 8228 (3 lines). (0033/R)

W. WATSON & CO. (LIVERPOOL) Ltd.—Auto Electrical Depot, Oldham St., Liverpool, 1. Royal 7090 (10 lines).

OFFICIAL S.U. and Solex agents; large stocks of private and commercial, new and replacement, S.U. and A.C. fuel pumps; prompt postal service. (0103/R)

COX-ATMOS economiser ensures more m.p.g. and reduced engine wear.—Cox-Atmos Products Ltd., 24 Widney Rd., Knowle, Birmingham (0394/R)

CARBURETTORS, ECONOMISERS

S.U. CARBURETTORS and pressure pumps.

SERVICE, tuning, repairs.

SOLE distributors.

W. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.2. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will apply for an appointment. (0655/R)

S.U.—Official service depot.—Carburettors and petrol pumps reconditioned by return of post; rapid tuning service.—Poladys 1122.

ROSS & LAWSON, Ltd., 1076-1086, London Rd., Thornton Heath (2 minutes Norbury Station). (0260/R)

BARKERS MOTORS (LONDON) Ltd., Tel. Balham 6666, supervised main S.U. stocks and fitting station.—209, Balham High Rd., S.W.17. (0525/R)

ZENITH, Solex, S.U., new and replacement units and spares.—John A. Sparks & Co., Main Distributors, Streatham Hill S.W.2. Tulse Hill 3434 (4 lines). (0323/R)

VOKES Gasmaster for increased mileage; prices of all models 14/6; easily fitted; trade and retail supplied.—Comforlows, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Surrey, Emb. 2323/4. (0575/R)

OFFICIAL Zenith, Stromberg, Solex and S.U. agents; largest stock of carburettors and spares in the pipes and air filters; prompt attention to postal enquiries.—Lime St. Garages (L'pool), Ltd., Bolton St., Liverpool, 3. Royal 3232-33. (0252/R)

TWIN carburettor units for 25% increase in power, giving up to 50% better acceleration, redesigned high-efficiency manifolds with twin-link carburettors for Austin A30, Minor obv £17/10; Minor osv Oxford, Ford 8 and 10, Renault 750 £26, Consul £30, stamp list, performance figures.—Derrington, 159-161, London Rd., Kingston 5621-2. (C1071)

CAR CARPETS

WOOL pile and rubber carpets tailored to your car.—Jack Barclay (Service), Ltd., Danvers St., Chelsea, London, S.W.3. Flaxman 2223. (M1062/R)

WOOL pile and rubber-backed carpets, ribbed Har-durs and rubber mats, link mats, tailored to fit all models; popular colour range; state model, hp, year.

UPHOLSTERY covers, travel rugs, luggage covers and Octopus straps; prompt delivery; carriage paid.

THE CAR MAT CO. Ltd., 128, 130, 132, Colville Rd., Westbourne Grove, London, W.11. Bay. 6262/5. (0164/R)

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"SILVERNOIL" car covers, strong durable, new process silver sheeting, guaranteed 100% waterproof, welded waterproof seams, reinforced eyeletting, light in weight, easy to handle, 8ft x 8ft, 27/6; 8ft x 12ft, 37/6; 15ft x 12ft, 59/-; 15ft x 12ft, 74/-; 20ft x 15ft, 90/-; post and packing 2/6; dust sheets, made from superline parachute material, complete cover, 8/12hp 40/-, 14/30hp 60/-; post free.—R. C. Briggs, 38, Forest Rd., Walthamstow, London, E.17. Larkwood 2705. (0321/R)

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HEADLAMP reflectors heavily electroplated, 100% silver mirror finish guaranteed, 5/9 each; returned day received, send P.O.—R. E. Packer, Slon Place, Clifton, Bristol. (0309/R)

HEADLAMP reflectors resilvered, 7/6 each, plus p. & p. 1/- each; cash with order; 24-hour service; trade enquiries invited.—Marshall Beresford, 18, Boston Place, Marylebone, N.W.1. Ptd. 5995. (0052/R)

CUT your plating costs on rechroming all car fittings; highest quality finish for over 50 years; keen prices; trade enquiries invited.—T. Smith & Co., Ltd., East. 1895, 5, Clerkenwell Close, London, E.C.1. Tel. Clerkenwell 7314. (0045/R)

CLOTHING, ETC.

CLAUDE RYE, Ltd.—Huge stocks of clothing, etc. at keenest prices.—895-921, Fulham Rd., London, S.W.6. Renown 6174. (5739)

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STOCKS & SON, Ltd.

RECONDITIONED crankshafts, with bearings, for sale or exchange; most makes in stock, private and commercial.—Bal. 4925, 11, Balham Grove, S.W.12. (0785/R)

CRANKSHAFTS for Austin 7 3-main, Morris 10, 1933, M.G.S. Singer 9, Standard 12, 1936.—Rickard, 56, Clayhall Ave., Ilford. Wanstead 3488. (8539)

CYLINDER BLOCKS

REPAIRED without distortion for electrodeposition at 60° Fahr; no dismantling except for internal fractures; tensile strength greater than original; repair guaranteed; process as approved by A.A. and R.A.C.—Patenfeld, 4a, Lottie St., S.E.16. Bermondsey 1486. (0020/R)

CYLINDER GRINDING, ETC.

LET us rebore your car on your own premises, supply pistons any distance.—Phasey & Sons, 43a, Brookhill Rd., Woolrich S.E.18. Wool. 4657/6866. (0783/R)

PRECISION shop finished rebore with best pistons and grinding, and grinding, set capacity, boring, sleeving, metal spraying and welding, cylindrical and bar grinding.

SPARE PARTS SERVICES (CRICKLEWOOD) Ltd., Edgware Rd. (Nt. Staples Corner), London, N.W.4. (Gladstone 2558/8716.) (7992)

ENGINES rebored on your premises without removal from chassis, Van Norman process Hopton piston.—Maycroft Motors, 24, Linton Rd., Hornsey, N.4. Mountview 4871. (0037/R)

FOR first-class service and outstanding workmanship—Hamilton Motors (London), Ltd., 466-490, Edgware Rd., London, W.2. and 169-171, Harrow Rd., W.3. Paddington 0022 (12 lines). (0086/R)

BENSHAM LANE GARAGE, Ltd.—Crankshaft grinding, line boring, bearings remounted, reboring, sleeving, surface grinding.—32-34, Bensham Lane, W.9. Crofton, Thornton Heath 4126. (0310/R)

EDWARDS ENGINEERING Co. Ltd.—Cylinder boring and sleeving, Crowned lat grinding, line boring, grinding and bearing remounting, flywheel gear rings fitted, brake drums relined or machined.—Kew Bridge Works, Great West Rd., Brentford, Chiswick 10170-7. 2-3-4. (0068/R)

STANTON & SWEET (Battersea 2242 3).—Crankshaft grinding and cylinder boring, piston and bearing stockists, specialists in overhaul of diesel engines; con rods remounted, line boring of main bearings, surface grinding and valve inserts fitted.—228, Garratt Lane, S.W.16. (0086/R)

PRECISION engineers, camshaft and crankshaft re-complete Austin 7 72-, popular 8/10hp 45-, 4-hp, service, exchange crankshafts stocked; surface, crankshaft grinding, remounting, drums machined from 3/6.—Rowley & Louis, Summerland Gardens, Muswell Hill, N.10. Tel. 3670. (0929/R)

J. AUSTIN & SONS, Ltd., specialists in cylinder re- boring and sleeving, crankshaft grinding, line boring, con rods remounted, 24-hour service; valve inserts, brake drums skimmed, cylinder heads refaced, all types of engines reconditioned including diesel, collection and delivery; trade supplied.—139-157, 159, 155, 153 and 205, High St., Hatfield, N.W.10. Elgar 6256-7-8. (0005/R)

CYLINDER HEADS

SILVERTOP H.C. light-alloy cylinder heads, develop up to 25% more power and performance, with greater economy, fit one to obtain the best from premium fuel, for Morris 8 series I and II, Ford 8 and 10 (Spialot dynamo) 28/10 Ford 8 and 10 (Platform dynamo) 29, Morris series E 29/10, Minor, Minx and Talbot (sv), £10/10; stamp list performance figures.—Derrington, 159-161, London Rd., Kingston 5621-2. (C1071)

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PRIDE & CLARKE, Ltd., for new and second-hand dynamo, starters, starter batteries, lamps.—Crickwell Rd., S.W.9. Bri. 6251. (0736/R)

ELECTRICAL EQUIPMENT

COUNTRY house diesel, light and power plants, specialists 2 to 25kw, separate dynamo, alternators or engines; lists free.

POWERCO, Wandsworth Town Station Works, York Rd., London, S.W.18. Van. 5234 (10 mins. Waterloo). (0630/R)

GUARANTEED reconditioned exchange units by re-turn; S.U. fuel pumps 25/-; Ford, Vauxhall, etc., dynamo, 75/-; armatures 35/-; C.W. and S.W. wires, 45/-.—H. F. Goddard, 320a, Dunstable Rd., Luton. (0455/R)

CLARE'S MOTOR WORKS.—Second-hand and recondi-tioned exchange stocks of dynamo, starter, magnetos, distributors and S.U. pumps; quotations for repairs or replacements.—Clare's Motor Works, 260, Knights Hill, West Norwood, S.E.27. (0149/R)

DYNAMOS, starters, distributors, magnetos, recondi-tioned and replacements; armatures recond. & exchange replacements available; complete rewinding all electrical repairs.—A. J. Browning, 73 Lancelotti St., London, W.10. Lad 5841. (0455/R)

PARTS AND ACCESSORIES, REPAIRERS, ETC.

ENGINES AND ACCESSORIES

J. AUSTIN & SONS, Ltd.

IN stock. Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V.8 22hp, V.8 30hp, V.8 32hp Canadian and Mercury new Ford 8hp, 10hp and V.8 30hp engines; exchange Ford 8hp, 10hp and 30hp gear boxes; exchange Morris 10hp, 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshaft and con rods exchanged; trade supplied—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Eiger 6256/7-8. [1006/R]

ARMSTRONG SIDDELEY engines: immediate exchange or reconditioning; all units tested guaranteed six months.

RECOT ENGINEERING, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Tel. Kensington 7301. [10910/R]

BEARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames.—Wolsley reconditioned factory exchange units, series II and III.—Kingston 5348, 10467/R

AUSTIN 7 reconditioned engines, 5-bearing 634; 2-bearing 631/10; engine forwarded against returnable deposit; trade supplied.

B & H. MOTORS, Bignella Corner, South Mimms, Herts. Tel. South Mimms 2251-3. [M1020/R]

HUMBER, Hillman and Commer engine specialists, reconditioned Minx, 626; Humber Super Sloop, 450; factory reconditioned engines for all models from stock.

J. GRIMES, Ltd., Hadleigh Garage, Maripit Lane, R. Coulsdon, Surrey. Uplands 3637. [10718/R]

AUSTIN reconditioned engines for sale or exchange, a specialist service.—Associated Garage Co., Ltd., 242, Commercial Rd., London E.1. Stepney Green 3242. [8541]

EUSTACE WATKINS, Ltd., Chelsea Manor St., sole London distributors Wolsley cars; exchange engines stocked for all models; any make of engine reconditioned.

STOKES OF BALHAM, crankshaft and cylinder grinders; reconditioned engines, Morris, Hillman, Austin, Commer, Q4.—Tel. Bal, 4825, 11, Balham Grove, S.W.12. [10764/R]

BACKBIRD HILL GARAGE, Ltd., stock reconditioned engines for Austin Big Seven, 8hp, 10hp, 12hp, 14hp, 16hp, A40 and Commercial; Morris 8hp, 12hp and 10hp vans; Standard 8hp; your old engine taken in exchange, please quote car number.

BACKBIRD HILL GARAGE, Ltd., Kingsbury, N.W.9. Colindale 6134-5-8. [10637/R]

ROLLS-ROYCE and Bentley engines, Jack Barclay (Service), Ltd., officially appointed repairers, will be pleased to overhaul your engine and in some series supply replacements.—Danvers St., Chelsea, S.W.3. Flaxman 2235. [M1082/R]

RECONDITONED exchange engines for Austin, Hillman, Morris, Singer, Standard, Vauxhall, Wolseley; any make of engine reconditioned; quick delivery; high-class work.—Edwards Engineering Co., Ltd., Great West Rd., Brentford. Tel. Chiswick 7751-2-3-4. [10196/R]

EXCHANGE engine service to the trade, Austin, Morris, Hillman, Ford, Standard, Vauxhall; all models ex-stock, fully reconditioned and guaranteed; exchange and outright sale.—Capital Garage & Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester, 14, Tel. Moss 3466/7. [10274/R]

FORD V.8/22hp exchange engines, cylinder sleeved standard, crankshaft ground standard underside, con rods resized, 450; 3 months guarantee, 455; as above but rebored 448; trade terms fitting or delivery if required.—Blackburn Auto Service, 41, Dartington Rd., West Norwood S.E.27. Gipsy Hill 3137. [10538/R]

GUARANTEE reconditioned replacement engines, Ford 8-10, 218/10; Morris 8, Standard 8, Austin 8, 222/10; Hillman 10, Austin 10, Vauxhall 10 and 12/4, 227/10; Ford 22, 30, 32, 440; Vauxhall Velox, 242/10; A40, E40.—O. Fisher & Co., Ltd., Eastern Ave., Romford. Tel. 2552/2332. [10056/R]

Engines and Accessories Wanted

ENGINE for a 1950 Morris 8, damaged unit considered.

THE PORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey, Richmond 1854, [M2011]

GARAGE EQUIPMENT

BRISTOL air compressor, used one week, 150lb working pressure, 1hp motor, cost £98, with overhauling Corbett & Newson, Ltd., 34, Great St. Helens, London, E.C.3. Avenue 5868. [18045]

MINIATURE air compressors as supplied to car and cycle manufacturers, now available to general public, complete with airline and pressure gauge, suitable for cellulose spraying.—Alverton Eng. Co., Ltd., Cophall House, London, E.C.2. [10963]

AIR compressors.—Hymatic single-cylinder two-stage 2 1/2 cu ft 800lb, £5/17/6, delivery 3/6; Reavell or Broom & Wade 100lb 32 cu ft or 400lb 12 cu ft, both £27/10, delivery 30/-; complete mobile compressor plants from £69/10 to £85, at works; air storage tanks from £12/6, and other air accessories.

TEDDINGTON ENGINEERING Co., Ltd., Dept. "M," High St., Teddington. [10369/R]

Garage Equipment Wanted

WANTED, Avery-Hardoll petrol pumps, any model, 18.—J. Whelan & Sons, Pinfold St., Birmingham. [4061]

GEAR AND STEERING BOXES

RECOT ENGINEERING, Ltd.

PRESELECTOR (self change) gear box specialists, as fitted to Daimler, Land Rover, Armstrong Siddeley, Riley, etc., cars; 48-hour reconditioning, exchange service.—Arcot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Tel. Kensington 7301. [10910/R]

HUMBER, Hillman and Commer gear box specialists; exchange units for all models from stock; also complete range of gear spares.

R. J. GRIMES, Ltd., Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Uplands 3637. [10658/R]

STEERING boxes reconditioned or exchange, nuts sold singly or made to pattern (fitted with immovable steel bush).—Foxley Garage, 11, Elliott Rd., S.W.9. [1456]

GEAR box specialists: preselector, synchromesh, synchromatic; reconditioned exchange or repair service; most makes and models from stock; Government and municipal suppliers; guaranteed.

GONDAR MOTORS, Edgware Rd. (Nr. Staples Corner), London, N.W.3. (Gladstone 8716/2558) [17991]

GEAR AND STEERING BOXES

19/6—Steering nuts for all types of cars including the following from 19/6: Ford, Hillman, Singer, Standard, Rover, etc.; steering boxes, reconditioned. Britham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [10744/R]

RECONDITONED exchange gear boxes for most makes from stock; speedy repair service, spares supplied; trade discounts.—Ken Spares & Motor Engineers, 5-7, Pembridge Mews, London, W.11. Bayswater 0377, 8314. [4733]

GENERATING PLANT

TV without mains—picture equal to mains supply, as supplied to the B.B.C.; special Chorenore AC/DC petrol-electric generators, self-starting, contained, compact, AC voltage 220/250, 50/60 cycles, 250/300 watts; will also run radios, vacuum cleaners, small tools, etc.; 240V output; 12V batteries for permanent lighting, £27/10, delivery 10/-.

TEDDINGTON ENGINEERING Co., Ltd., Dept. "M," High St., Teddington. [10761/R]

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CAR heater comfort and safety assured by fitting a Delancy Gailay heater, suitable all makes.—Particulars from Delancy Gailay, Ltd., Edgware Rd., Cricklewood, N.W.2. Tel. Gladstone 2201. Open Saturdays. [10699/R]

HOODS, SCREENS, CELLULOSE, ETC.

PILCHER, cellulose and repair experts. See under "Coachbuilders and Bodies." [10745/R]

TICKFORD, Ltd., coupe specialists, estimates given for re-covering hoods and all coachwork repairs.—8, Upper St. Martin's Lane, W.C.2. Temple Bar 3350. [C4029]

FREEMAN hoods, re-covers, upholstery, carpets, side-screens, tonneau covers specialist.—Freeman, 108a, Park Rd. N., Bolo Bridge Rd., Acton, W.3. Acton 2134. [10699/R]

SPECIALISTS in hoods, side-screens, roofs, hand-linings, carpets, seating, loose covers, etc.—supplier of all trimming requirements.—Knights of North St., Carlisleton, 8-6 p.m. Wallington 6267. [16915]

"SPRAYING HANDBOOK," Revised Ed., covers all types of painting, plant and estimating, etc. 3/6; paints, cellulose and allied sundries, 1953, list free.—Leonard Brooks, 19, Oak Rd., Harold Wood, Romford. [10768/R]

RECELLUSING by specialists.—Jack Barclay (Service), Ltd., The Rolls-Royce repairs, will be pleased to quote for your car whatever the make, also trimming, including new hoods.—Danvers St., Chelsea, S.W.3. Flaxman 2235. [M1082/R]

72 in black double texture car hooding, 17/6 and 22/-; 22/-; 54in coloured sports hooding, 15/6 and 54in fawn head lining, 7/6 and 12/-; 54in black grained topping, 9/6 and 14/-; leathercloth, wing piping, draught excluder, rubber strip, etc., stamp for samples, please send requirements.—Savage & Co., 101, Uxbridge Rd., Hanwell, W.7. Ealing 1950. Open Sat. [17987]

INDEPENDENT SUSPENSIONS

FRONT suspension unit service, exchange for Vauxhall (all types), Opel, Chevrolet, Packard, Chrysler, Buick, Pontiac and other makes of American and Continental cars; exchange service for all types of shock absorbers.

LANARK AUTO ENGINEERS (LONDON), Ltd., 256-262, Lanark Rd., Maida Vale, London, W.9. Tel. Maida Vale 4475. [10151/R]

A shock absorber reconditioned and guaranteed, 1/- from 87/-; s.a. from 30/-; exchanges, prompt fitting service.—A. H. Hobbs & Son, 151, St. James' Rd., West Croydon, Surrey. Tel. 4713. [17043]

FORD Angus, Prefect and popular owners can enjoy greatly improved suspension, road holding, comfort and safety by fitting the Nordec Independent front suspension conversion; price £26/10; immediate delivery.—Full details from North Downs Engineering Co., Westway, Caterham, Surrey. [10189/R]

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A & B London's leading brokers (cover notes by return).

A & B Example 8hp third party 12 months from £2/12, comprehensive 12 months from £5/12/6.

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ANDREW & BOOTH, Ltd., 37, Sheen Lane (Mortlake Station), S.W.14. Prospect 1061 (15 lines). [10380/R]

INCREDIBLE premiums by convenient instalments.

INCREDIBLE no claim bonus up to 35%.

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INCREDIBLE POLICIES, Ltd., 7, Whittington Avenue, London, E.C.3. Tel. Mansion House 2961. [10574/R]

UNEARABLE Rates—Sports, Old Cars, Learners welcomed.—Beak's, Brokers, South Woodford, E.18. (Buckhurst 3808). [2621]

COMPETITIVE premiums for vehicles of any year, instalments, quotations by phone or return of post; write 55, North St., Romford. Tel. 7531. [10607/R]

WE represent leading offices; competitive rates; short periods; instalments; motor cycles 25% bonus, cars 35% at transfer if earned; immediate cover.

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IMMEDIATE cover and lowest terms available for all types' usual bonuses and discounts.—Pride & Clarke, Ltd., 158, Stockwell Rd., S.W.9. Brixton 6251. [10737/R]

BRACKPOOLS—Low rate, immediate cover, short period terms; easy payments; stamped addressed envelope.—228, Stanstead Rd., Forest Hill, S.E.8. [10499/R]

SAVE time and money by using our special 35% First Year New Claim bonus Motor Insurance Scheme; quotations by phone or return of post; write call or phone.

MOFFATT & Co., 798, High Rd., Tottenham, N.17. Tel. 2008. [10564/R]

REDUCE motoring expenses, 10hp from 51/4 yearly country, N.C.B. quotations, free all leading companies represented.—Fisher & Co., 7, The Parade, Hounslow West. [10840/R]

INSURANCE

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PRIDE & CLARKE, Ltd. for new tyres and remould tyre bargains; quotation by return, state sizes required.—Stockwell Rd., S.W.9. Brixton 6251. (0738/R)

BULL'S—A tyre for every job; new and remoulds; free fitting; call or let us quote; let us remould your own car's tyres; the Rubber Co., Ltd., 175, Shaftesbury Ave., W.C.2. Tel. Tam. Bar 1747. (0774/R)

50% below all competitors.—Clearing stock, excellent remoulds; 700x15, 750x15, 850x15, 950x15, 1050x15, 1150x15, 1250x15, 1350x15, 1450x15, 1550x15, 1650x15, 1750x15, 1850x15, 1950x15, 2050x15, 2150x15, 2250x15, 2350x15, 2450x15, 2550x15, 2650x15, 2750x15, 2850x15, 2950x15, 3050x15, 3150x15, 3250x15, 3350x15, 3450x15, 3550x15, 3650x15, 3750x15, 3850x15, 3950x15, 4050x15, 4150x15, 4250x15, 4350x15, 4450x15, 4550x15, 4650x15, 4750x15, 4850x15, 4950x15, 5050x15, 5150x15, 5250x15, 5350x15, 5450x15, 5550x15, 5650x15, 5750x15, 5850x15, 5950x15, 6050x15, 6150x15, 6250x15, 6350x15, 6450x15, 6550x15, 6650x15, 6750x15, 6850x15, 6950x15, 7050x15, 7150x15, 7250x15, 7350x15, 7450x15, 7550x15, 7650x15, 7750x15, 7850x15, 7950x15, 8050x15, 8150x15, 8250x15, 8350x15, 8450x15, 8550x15, 8650x15, 8750x15, 8850x15, 8950x15, 9050x15, 9150x15, 9250x15, 9350x15, 9450x15, 9550x15, 9650x15, 9750x15, 9850x15, 9950x15, 10050x15, 10150x15, 10250x15, 10350x15, 10450x15, 10550x15, 10650x15, 10750x15, 10850x15, 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BUSINESS & PROPERTY, SITUATIONS, BOOKS

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc. If the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is exempted from the provisions of the Notification of Vacancies Order, 1952.

SOUTHAMPTON distributors have vacancy for experienced car salesman.—Write Box 4055. (8265)

JUNIOR salesman, salary 26 plus commission.—Whiteley & Creasy, Ltd., Werrington, Peterborough. 4157 (8419)

LENNOX MOTOR CO., main Ford dealers, Southsea, require fully experienced female shorthand-typist with knowledge of motor trade. (8453)

MANAGING clerk required, 35-50, by automobile engineers, S.E. London, experienced in charging repairs and spares, etc.—Box 4123. (8555)

QUALIFIED motor engineer with assessing experience required, Midlands and North, give particulars qualifications experience.—Box 4122. (8554)

WORKING foreman required shortly for garage, only first-class men with experience need apply in writing, stating qualifications.—Box 3653. (7298)

CHARLES CLARK & SON, Ltd., Austin, Daimler and Wolseley distributors, require the services of a branch manager for the business of Guel Square Motor Co., Stafford, which they have recently acquired.

APPLICANTS must be thoroughly experienced in modern sales and service methods and capable of control under the directors.

THE position offers excellent prospects and replies will be treated in strict confidence and should be addressed to the Managing Director, Charles Clark & Son, Ltd., Chapel Ash, Wolverhampton. (8557)

EXPERIENCED motor mechanics, truck driver for tractor transport and garage duties, also tester required by Lennox Motor Co., Ltd., Main Ford dealer, Southsea. (8454)

APPLICATIONS invited from freelance representatives with established connections amongst garages and fleet-owners, to handle new repair services, for which there is no competition.—Apply Box 2360. (4269)

SALESMAN required North Devon, only applicants with proved sales record considered, good opportunity permanency right man.—Central Garages, Ltd., Barnstable. (8469)

WANTED, capable car salesman; experience in part exchanges preferred but not essential.—Write, H. A. Saunders, Ltd., Austin House, 140-144, Golders Green Rd., Golders Green, London, N.W.11. (8292)

CAR buyer with sound knowledge dating feature for high-class trade, Kensington, generous salary and commission, pension scheme, unlimited scope, experience and successful buying record essential.—Box 4234. (M1069)

AN excellent opportunity with good prospects for a salesman exists with a progressive, Ford main dealer.—Apply The Manager, Alton Motor Company, Ltd., Graystoft, Hindhead Surrey, Hindhead 447. (8344)

GENERAL Manager for large London garage: must be experienced in all departments including car sales; proved managerial ability, under 40; excellent scope for expansion of business and opportunity secure directorship later.—Box 3921. (7841)

SALESMAN required by firm on northern fringe of Home Counties, this position embodies executive powers and is an opportunity for a man experienced in the handling of new car sales and the buying and selling of used cars.—Box 4126. (8370)

WANTED, young man, Nat. Service completed, as asst. b'rewer West End car dist., must have N.C.E. standard maths, previous exp. and typing advantage.—Write, giving full particulars and wage required, good refs, Box 4155. (8417)

EXPANDING company handling Rootes group and Ford products require 2 experienced sales representatives; first-class men should apply by letter giving full details of experience to—Clifford & Co. (Sldcup), Ltd., Main Road, Sldcup, Kent. (8299)

SITUATIONS VACANT

ARMSTRONG SIDDELEY MOTORS—Car Division has a vacancy for an experienced senior body layout draughtsman, good prospects and salary above A.E.S.D. rates.—Apply to Reference 30.2, Personnel Manager Armstrong Siddeley Motors, Coventry. (7571)

TECHNICAL representative with knowledge of light engineering required by well-known motor accessory and component manufacturers, first-class connection with principal car and C.V. makers and body-builders essential.—Write fully, in confidence, to Box 4157. (8419)

SALES—Assistant sales manager (25-40) required by leading motor accessory and component manufacturers, sound commercial experience, flair for correspondence and sales promotion essential, motor industry training would be an advantage, salary according to ability.—Write Box 4115. (8340)

SALES manager, experienced in high-class trade, required for distinctive showrooms (London, West End), with progressive policy, good education, personality and proven ability essential; good salary and commission, pension scheme; details of career, age, etc.—Box 4233. (M1069)

A.E.C. Ltd., require experienced draughtsmen for detailing and chassis layout; permanent employment, five-day week, pension scheme, canteen facilities and sports club; applications in writing, stating age, experience and salary required to—Staff Records Office, Windmill Lane, Southall, Middlesex. (8285)

BOURNEMOUTH (outskirts) main road garage and showrooms, proprietor forming limited subsidiary sales company, wishes to contact keen, energetic and experienced used car buyer/salesman with small capital; please state age, experience and capital available in strictest confidence, to Box 4209. (8448)

SENIOR design draughtsmen required by the manufacturers of Aston Martin and Lagonda cars; previous experience in automobile industry desirable; applications in writing, stating age, experience and salary required to the Design Office, David Brown Tools (Engineering), Ltd., Hanworth Park, Feltham, Middlesex. (8277)

WORKING foreman mechanic wanted by old-established, well equipped garage employing skilled labour, South-East Essex; applicant must have thorough all-round experience, be keen, have initiative and a pleasing manner and be able to interview customers and take charge when required, write, giving full particulars of experience, age and wage expected.—Box 4199. (8436)

AN opportunity for car and commercial senior salesmen of proven record occurs with progressive Austin distributor; a person who has experience, initiative and drive will be assured of adequate remuneration; must be prepared to develop existing and fresh territory assistance with accommodation; apply in writing to—Garage Manager, David Robinson, Ltd., 47, St. Peter's St., Bedford. (8291)

MOTOR salesman required to work under managing director's control; main agent for new vehicle and used cars; must be prepared to work long hours in season and to work 100% for this company; age 30-40; remuneration not less than £750 per annum; permanency for suitable applicant, living accommodation applicant's own responsibility; apply for appointment to—Bexley Heath 3591-2, Kent. (8290)

OVERSEAS representatives, primarily service but also with sales experience, required by leading motor manufacturer for overseas duties, operating on tours of short duration, age 35-45 years, highest character, personality, first-class technical knowledge and wide experience essential; previous experience as an overseas representative very desirable; commencing salary £1,000 to £1,500 according to qualifications.—Apply Box 4156. (8418)

A.E.C. Ltd., require designers and draughtsmen for development of diesel trains; premises at Borehamwood, Herts; work is in connection with a new project on behalf of the British United Transport Co., Ltd., and automobile and railway experience would be an advantage; permanent employment and pension scheme; applications in writing, stating age, experience and salary required, to Staff Records Office, Windmill Lane, Southall, Middlesex. (7993)

SITUATIONS VACANT

CAPABLE working manager required, not over 45, for new and modern service and filling station on outskirts of large town in East Anglia; must have full mechanical knowledge, be of smart appearance, first-class salesman of the highest integrity and able to produce first-class references; must be able to control staff and develop and run business on own initiative; good salary, plus commission based on results; accommodation can be arranged.—Apply in own hand writing, stating age, details of experience, to Box 3981. (8016)

SITUATIONS WANTED

CAR and commercial salesman requires position abroad, Africa preferred.—Box 4201. (8440)

SALESMAN buyer requires position, experienced both pre- and post-war cars, highest references, age 35.—Box 4044. (8565)

GARAGE or service manager requires post, age 47, competent, estimating, reception costing, correspondence, etc.—Box 3991. (8047)

PROGRESSIVE sales position required with reputable firm, advertiser has sound experience, education and integrity.—Box 4197. (8436)

SERVICE manager seeks change, excellent organizer, adaptable, 25 years' experience estimating, costing, sales, repairs; London area.—Box 4185. (8422)

EXILED manager, aged 32 experienced general and L.V. service, public school, desires similar position on home continent (West Country).—Box 4124. (8358)

ADVERTISER, 33, general office and accounting, workshop experience, seeks position with prospects, south, capital possibly available.—Box 4049. (8261)

SUPERIOR buyer/salesman, pre-war experience, reliable post in second-hand car trade with reputable firm; best London.—Box 4094. (8429)

ENTHUSIAST, 26 requires position of trust in motor trade, where own car, costing and business experience would be welcome. South London area preferred.—Box 4186. (8436)

GENERAL and sales manager, well-known in trade circles, seeks appointments, experience covers executive positions held in manufacturing and distributive sides of motor industry.—Box 4069. (8299)

MOTOR engineer, 30, ex-aircrew officer, 8 years' distributor experience, specialising Rootes and Nuffield products; technical and racing enthusiast, natural engineer, seeks progressive change; special firm preferred.—Box 4205. (8444)

BOOKS, ETC.

UTILITY bodywork, drawings and instructions, 35/-; Re-trimming a car, 11/-; post paid.—Craftsman Publications, 9, New St. Square, London. E.C.4 17729

432 "Autocar," "Motor," "Caxton's modern engineers" and "American Repair Book," 1954.—G. J. Brand, 16, Wallace Buildings, Caledonian Rd., London, N.7. (8466)

SPRING overhaul! Obtain the original maker's handbook for your car from B.C.M. Instruction Box, London W.C.1, enclosing s.a.e. Thousands in stock, 1904-1954. Overseas readers catered for. (8524)

VINTAGE Bentley Service (run by owner enthusiast). I have all the gear for owners, plus data to make you an expert and save buying £££! Write for details—check cheapness—then decide! Free advice—and your problems.—V.B.S., 33, Station Sq., Harrogate. (8512)

HANDBOOKS—Austin, Ford, Jovett, Morris, Standard, Triumph, Vauxhall, 5/6; Card, Fiat, Renault, Volkswagen, 7/6; Hillman, Humber, Morgan, Rover, 9/-; Chevrolet, American Ford, Sunbeam-Talbot, Wolseley, 11/-; Lee-Francis, Riley, Singer, 12/6; Alvis, Chrysler, DeSoto, Dodge, M.G., Plymouth, 15/6.

WORKSHOP Manuals.—Morris, 17/6; Jovett, Renault, 21/-; Ford, 30/-; M.G., 51/6; Chevrolet, American, Ford, 32/-; Austin, Hillman, 35/-.

CATALOGUE 537 Motoring Publications, 6d.; inquiries stamp please.—Virian Gray, Mail Order Book-sellers, Hursleypoint, Sussex. (342006)

Books Wanted

HANDBOOK for 1957 Wolseley 25hp car.—C. V. Dave, 15, Beaconfield Rd., Bristol, 8. (8054)

HOTELS, GUEST HOUSES, ACCOMMODATION

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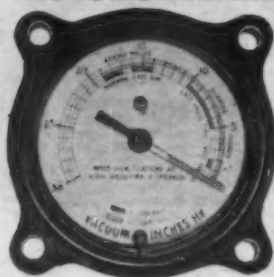
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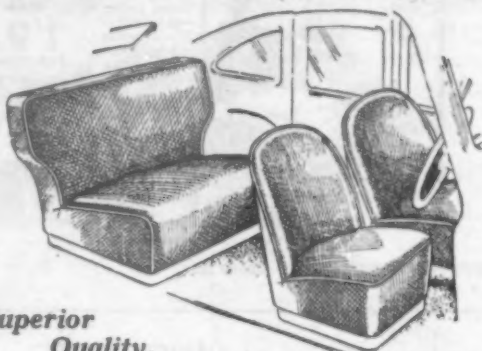
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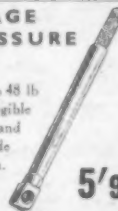
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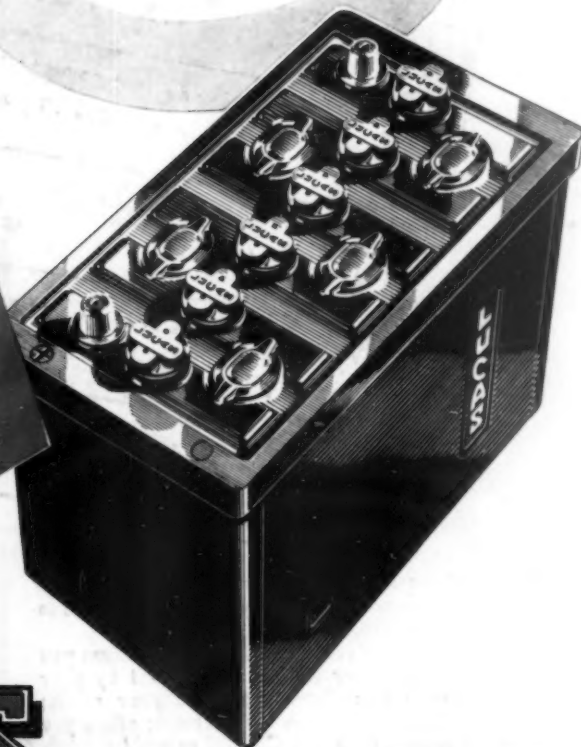
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